

DEC 12 2012

To Whom It May Concern:

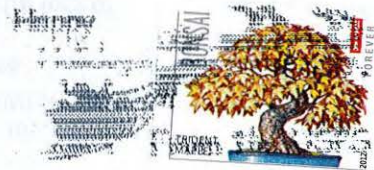
I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail cars traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with loss of property value in the re-route area should be in Chapter 9: Indirect Impacts, but it is not, and this causes me great concern. The SWLRT-DEIS does not mention the impact of re-routed freight trains from a main line freight corridor to a bridge line on property values of the re-route area. Freight rail re-routes are not exclusive to Minnesota and the cost of the re-routes to residents has been documented. For example, according to an article in a 2001 issue of The Appraisal Journal bringing additional freight rail traffic to an area will negatively affect properties 250' feet from the rail tracks by 5-7%. All of the properties along the MN&S are well with in 250'. Based on this article one can conclude that property values along the MN&S will drop more than 7%. Two major questions arise that are not addressed in the SWLRT-DEIS. First, what happens to the tax base of St. Louis Park when the drop in value is realized? Second, how are property owners who lose value because of this government action going to be compensated for their loss? It is unreasonable for the Hennepin County to ask any resident to pay a higher price for the benefits of light rail than others.

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11 DEC 2012 14:41



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Housing, Community Works, & Transit
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554 151 64300





Anne Lindell Selbyg
<wonderfun@gmail.com>

12/13/2012 09:01 PM

To swcorridor@co.hennepin.mn.us

cc

bcc

Subject SWLRT-DEIS

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done. As this action is proposed and described in Chapter 1, Section 1.3.2.3 as rebuilding a little known, lightly used spur line into a main freight rail line, which will initially allow a 788% increase of rail car traffic. What the SWLRT-DEIS does not address, but should, are the real world impacts of this action on the affected area.

C

Besides my general concerns about the SWLRT-DEIS, the portion of the report dealing with Safety (3-132 and 133) causes me the greatest concern. Only a passing reference to safety and the proposed re-route is mentioned in the SWLRT-DEIS; however there are many features about the MN&S, which make it undesirable as a freight, rail main line. The reasons the MN&S is an unsafe main rail line include, but are not limited to the following:

C

- Multiple grade level crossings
- Proximity to St. Louis Park schools, homes and businesses – many are closer than the length of a rail car
- Number of pedestrians who transverse crossing every day
- Permeable soil under MN&S
- Medical emergency response hindered when crossings are blocked – only one fire station has emergency medical response (page 80)
- Tight Curves. Derailments are more likely to occur on curves than on straight track
- Hazardous materials are being carried on the rail line without sufficient right of way.

None of the mitigation requested by the City of St. Louis Park on behalf of her residents is being considered. This mitigation is not frivolous; it is necessary to maintain the safety, livability and property values for the residents of St. Louis Park.

C

Anne Selbyg
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952-285-5683

wonderfun at [gmail.com](mailto:wonderfun@gmail.com)



Frank B. Freedman
2530 Pennsylvania Avenue South
St. Louis Park, MN 55426

HENNEPIN COUNTY
COMMISSIONER

DEC 11 REC'D

Peter McLaughlin

Two Pages

December 7, 2012

Hennepin County Housing, Community Works and Transit Authority
Attention: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

**See Comment #264 for
Theme Delineations**

Subject: Comments for Southwest Transitway Draft Environmental Impact Statement

I request that this Statement be updated to include these concerns about the proposed re-routing:

1. Noise and Vibration: It simply does not seem appropriate to extrapolate data taken during use of the existing spur line and determine that noise and vibration won't be excessive with re-routing. Freight trains that use this spur line travel much slower and have far fewer cars than would re-routed freight trains. If these studies were conducted during warmer temperatures, then the accuracy of this extrapolation is still further reduced.
2. Safety: There is little margin of safety for higher speed freight trains to pass so close to our high school, through numerous blind intersections, within 34-50 feet of many houses. Making the track bed higher and/or carrying hazardous materials poses still further safety concerns that dangerous derailed freight cars will roll down into homes or into our high school. Freight train accidents happen, including one in St. Louis Park recently.
3. Traffic Flow: Cedar Lake Road is becoming congested during the morning (and evening) rush hours. A re-routed freight train of 100 cars or more could easily tie up this important east-west thoroughfare for 10 minutes or more, thereby backing up traffic for at least one mile. Any emergency vehicle stuck at this intersection would lose at least 5-7 minutes getting around this bottle-neck. At least one other key intersection in St. Louis Park would experience such traffic delays.
4. Mitigation: Other than the types of rails proposed for the re-routing, no budget, source of funding, plan or even mention of mitigation appears in this document.
5. Quality of Life: It's hard to imagine that the quality of life for those living in hundreds of homes near the proposed re-route wouldn't be anything but "miserable." Thousands of other St. Louis Park residents would merely be inconvenienced and disturbed about living in a "railroad town."
6. Property Values: I estimate a \$5,000,000 total loss of property values for homes located near the proposed re-route. Within a few years, I estimate the total loss of property value will be at least \$100,000,00 due to the re-route, when word gets out about how high school classes are disrupted and the inconvenience of travel in our city due to re-routing.
7. Fairness: The most troubling concern I have is about fairness, specifically a seemingly imbalance of factors considered in the Statement. The Statement noted that Kenwood residents were concerned are about the how the "character of the Kenwood neighborhood..." might change due to co-location of freight and light rail trains. While removal of several dozen Kenwood homes might be needed, noise, vibration and safety were not raised as concerns. Hundreds of

Frank B. Freedman
2530 Pennsylvania Avenue South
St. Louis Park, MN 55426

Two Pages

St. Louis Park residents, city leaders and school officials were extremely concerned, since re-routing would directly and very adversely affect them. An alternative routing study and proposal offered by St. Louis Park was not accepted for consideration. No concern was deemed substantial enough to warrant any special attention in this Statement.

While this probably is not the intent, re-routing (versus co-location) simply means that a relatively large number of blue collar working folks will have to suck it up for the benefit of relatively few well-to-do Kenwood residents.

Please consider my concerns and provide a more balanced Statement, one recognizing all shortcomings of the first draft. Thank you kindly.



Frank B. Freedman
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St. Louis Park, MN 55426
952.545.7980

C: Senator Amy Klobuchar
Senator Al Franken
Congressman Keith Ellison
Commissioner Peter McLaughlin
Commissioner Gail Dorfman
Thom Miller, Safety In The Park
City of St. Louis Park, Mayor and Council Members



I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The proposed action of re-routing freight is described in Chapter 1, Section 1.3.2.3. The MN&S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the St Louis Park Senior High. The current freight occurs five days a week, Monday- Friday, during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In detail, the re-route will allow a 788% increase of rail cars traffic. The increase of freight exposure will directly and negatively impact the community health and cohesion of the neighbors adjacent to the tracks. In addition, there will be negative impacts to the school system and educational quality within St Louis Park, including the decreased safety of students at the High School.

Besides my general concerns about the freight rail re-route, the section of the SWLRT DEIS that describes the noise and vibration has flawed methods and conclusions. The vibration and the noise measurements were done with current MN&S traffic. It is important to note that the re-routed freight will be longer, more frequent, and include more locomotives per train.

Vibration, Chapter 4.8.4: The conclusion that vibration will have no significant impacts is incorrect. Vibration impacts will be longer in time and the total amount will increase with the heavier freight and additional locomotives.

Noise, Chapter 4.7.5:

Quiet zones: The DEIS fails to describe the real world issues with the quiet zone. The SLP Senior High is both bookended by two blind curves and has athletic facilities on both sides of the tracks. The operating rail company, TC&W, has stated in a public document that it has safety concerns with a quiet zone due to the proximity of the tracks to schools, residents, and businesses. It will be impossible to design a quiet zone that will be both safe for the area while maintaining access for the adjacent Senior High school and local businesses. The quiet zone is listed as mitigation for noise impacts but it is a mitigation that is not supported by the neighborhoods, school board, or the operating rail companies.

A quiet zone will not eliminate all noise impacts and the assessment fails to measure other sources:

- the rail to wheel curve squeal from the tight interconnect curve
- the additional noise of the locomotives as it throttles up both the southern interconnect ramp and grade change at the northern connection,
- trains traveling west will need to use their brakes to maintain a slow speed going down grade and through curves
- diminished livability from the introduction of night freight traffic
- the amount of time exposed to the noise impacts of the stationary crossing bells will increase significantly due to increase in train numbers.

The re-routing of freight will negatively impact the safety, livability, and community cohesion of residents, students, and communities. The SWLRT DEIS does not adequately describe the impacts and as such, the freight reroute should not be given any further consideration as an option.

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SOUTHWEST transitway

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MINNEAPOLIS UNIT

12 DEC 2012 PM



Mr. Richard D. Dworsky
2904 Alabama Ave. S.
Minneapolis, MN 55416



Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

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JOSEPH WAGNER, DISTRICT 1
TOM WOLF, DISTRICT 2
DAVID MENDEN, DISTRICT 3
BARBARA MARSCHALL, DISTRICT 4
JON ULRICH, DISTRICT 5



December 11, 2012

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Housing, Community Works & Transit
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Minneapolis, MN 55415

**See Comment #277 for
Theme Delineations**

Re: Southwest Transitway Draft Environmental Impact Statement

On behalf of the Scott County Board of Commissioners, I am hereby submitting the following comments regarding the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway Light Rail Transit (LRT) line. Scott County supports the continued analysis and implementation of the Locally Preferred Alternative (LPA) to provide a regionally significant transit corridor for residents and businesses in the southwest metropolitan area.

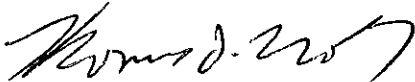
The 2030 Transportation Policy Plan has a 2030 goal of doubling transit ridership and a 2020 goal of a 50% ridership increase. The implementation of the Southwest Transitway will provide a significant investment to improve ridership opportunities and make transit more attractive for travelers in the southwest metropolitan area. However, we find that there are some additional opportunities not discussed in the DEIS that could further increase ridership and meet regional transportation policies of providing an integrated transit network. We are concerned that LRT connections to express bus service along TH 169 have not been fully addressed. In addition, the document does not discuss any future connections or impacts to the potential Dan Patch commuter corridor between Minneapolis and Northfield. Please consider the following comments regarding these concerns.

- The DEIS does not reference any recommended connections of the Southwest Transitway LRT to TH 169, an Express Bus Corridor with Transit Advantages. There are five proposed stations in the vicinity of TH 169 (Golden Triangle, City West, Opus, Downtown Hopkins, Blake Road) that could be accessed by express bus service along TH 169. All five LRT stations are planned to include Park and Ride facilities. However the DEIS does not identify which stations, if any, would be utilized for express bus service connections along TH 169.

- The DEIS also does not mention any transit advantage opportunities along TH 169 to provide quick access for express buses to and from any of the LRT stations. LRT station locations and arterial road connections (such as TH 169) should be evaluated to determine efficient routing of transit service from the TH 169 corridor.
- The proposed relocation of freight rail traffic to the CP MN & S and BNSF Wayzata rail lines would redirect freight rail traffic to the Dan Patch Line commuter corridor. The Dan Patch Line is a 40-mile corridor from downtown Minneapolis in Hennepin County, through the west and south suburbs of Hennepin, Scott and Dakota Counties, to the city of Northfield in northern Rice County. In the 1990s the Dan Patch Commuter Rail project was identified in the Twin Cities Metropolitan Commuter Rail System Plan as a Tier 1 Corridor. The DEIS does not evaluate the impacts of an increase in freight rail activity on any future commuter rail opportunities along the CP MN & S and BNSF Wayzata rail lines (Dan Patch Line). The DEIS also does not evaluate opportunities for intermodal connectivity between the Southwest LRT Transitway and the future commuter rail corridor near the planned Louisiana and Wooddale LRT stations.

Providing efficient connections between transit services will ensure that the overall regional transit system functions as a seamless and user-friendly regional network (2030 TPP Strategy 13a). This will help the region achieve its goals in increasing transit ridership. We thank you for your attention to these comments, and welcome your interest in addressing the concerns of Scott County.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Wolf", with a stylized flourish at the end.

Tom Wolf
Chair, Scott County Board of Commissioners

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Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

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

The DEIS discusses: (1) the purpose and need for the project; (2) the alternatives considered; (3) the impacts of these alternatives; and (4) the agencies and persons consulted.

Comments on the DEIS will be accepted through December 11, 2012. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

To Whom It May Concern:

I am writing in response to the Southwest Light Rail Transit (SWLRT) - Draft Environmental Impact Statement (DEIS) which includes the proposed freight rail re-route in St. Louis Park, MN.

The proposed action of re-routing freight is described in Ch. 1, Section 1.3.2.3. The MN'S Spur tracks are a lightly used spur line within a high density urban, residential setting and directly adjacent to the SLP Senior High. The current freight occurs five days a week, Mon.-Fri., during normal business hours. The proposed action of re-routing freight would introduce mainline traffic and the community, residents, and students will be exposed to longer, heavier trains during weekends, evenings, and nighttime. In fact, the re-route will allow a 788% increase in the number of rail car traffic in this area. The increase of freight exposure will directly and negatively impact community health, cohesion of the neighborhoods adjacent to the tracks and educational quality within all St. Louis Park schools. In addition,

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cont. →

Thank you!

Cont. from previous page...
these will be negative impacts to the community at large. These impacts include but are not limited to, increased noise and vibration, increase in diesel fumes from laboring locomotives, loss of mobility when multiple crossings are blocked simultaneously, decreased safety for home owners and students at the High School, decreased access to small businesses and a decrease in tax base caused by lower property values in the affected area.

I oppose the freight rail re-route as outlined in the SWLRT DEIS. I believe it will create an unsafe and unlivable situation for our school children, our local businesses, and our residents. C

Thank you.

Lisa M. Yepes

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SOUTHWEST
transitway

Fold here

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Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

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DEC 13 2012

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Chapter 2 page 2-32 Parking

I object to a large parking lot in the area around hidden beach. (21st st proposed station).

11,12

N1

Environmental Impacts Chapter 4 pgs 4-19 4-21

Protect the trees + Parks + natural land

Minneapolis is a great city in part due to its unique green spaces. We need to preserve these priceless green spaces. If the rail must go thru the Cedar Lake Park/Kennilworth corridor,

N1

E2

please let us protect the environment as much as possible. Seriously, I can't believe in this day + age, with access to nature so precious

that we are endangering this area. All of the planners should be required to ~~drive~~ take a hike or paddle a canoe there before they do anything to ruin it.

Name: Angela M Erdrich

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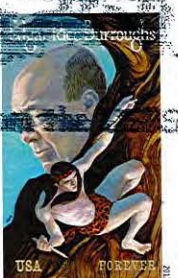
Telephone: 612 377 5632 Email:

Thank you!

Angela M. Erdrich
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DEC 13 2012

St. Louis Park 11/14/12

Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

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Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

In regard to the Draft EIS Impact Statement for the proposed freight rail reroute from the SW Transitway Project, I find no justification for moving ~~an~~ existing freight traffic from an at-grade, mainline rail corridor with adequate width to narrow, curving, elevated, above-grade spur line through residential areas and schools. There is no reason given for this expensive re-route of an existing rail corridor, which if carried out, would include construction of a new rail bridge ~~alters~~ over Hwy 7. This proposed construction is not discussed nor are estimated costs & consequences given for such a large project.

There is no standard for widths of rail corridors, so the existing freight line corridor is more than wide enough for the addition of a light rail transit line. Nowhere is ^{there} given a reason for not putting the two rail lines together, in the wide, existing rail corridor. No reason is given, either, for rerouting freight trains in ^{greater} numbers, lengths, and speeds to a narrow rail spur ~~corridor~~ line not designed for them.

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Thank you!

transitway

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12 DEC 2012 PM 7 L



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To whom it may concern:



I am writing in response to the Southwest Light Rail Transit (SWLRT) – Draft Environmental Impact Statement (DEIS) published in regard the SWLRT which includes the proposed freight rail re-route in St. Louis Park, Minnesota.

The current SWLRT-DEIS has significant flaws and the planned re-route idea either needs to be dropped completely or a great deal more study must be done.

Besides my general concerns about the SWLRT-DEIS, I am particularly concerned with Chapter 12 (Public and Agency Coordination and Comments). NEPA 1500.2(d) states that the leading agency must “encourage and facilitate public involvement in decisions which affect the quality of the human environment.” This regulation was clearly ignored in regards to the potential freight rail re-route issue. Hennepin County did not “encourage and facilitate” public involvement concerning this issue. In fact, Hennepin County refused attempts for public comments and concerns regarding the freight rail issue at all of the outreach meetings listed in table 12.1-1 and all of the community events listed in table 12.1-2. Public comments regarding the freight issue were denied at the 2008 Oct 7, 14, and 23 scoping meetings and the comment period that followed as listed in section 12.1.3.1. Public comments regarding the freight issue were refused at the 2010 May 18, 18 and 20 open houses. Most importantly, public comments regarding the freight issue were denied during the entire LPA section process. This included all of public hearings listed in section 12.1.4.1. In summary, all public comments regarding the freight rail issue were denied at all of SWLRT’s major milestones leading up to the DEIS. Worse, the public was not made aware of the significant environmental impacts caused by SWLRT and the potential freight re-route because the freight issue was not discussed at any of the SWLRT meetings leading up to the DEIS. The only opportunity the public was given by Hennepin County to discuss the freight rail re-route was at the PMT meetings discussed in section 12.1.5. However, any discussion of possible alternatives to the re-route (co-location) or the freight re-route’s connection with SWLRT was strictly forbidden at these PMT meetings. Lastly, the DEIS fails to mention the 2011 April 17 and 28 freight re-route listening sessions that were held by the city of St. Louis Park. Hundreds of St. Louis Park residents voiced their opposition to the freight re-route. Because those opposed to the re-route have been denied comment during the entire SWLRT planning process leading up to the DEIS, the freight rail issue needs to be dropped or significant more work needs to be done on the alternative studies and public outreach.

Thank You,

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SOUTHWEST transitway

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MINNEAPOLIS MN 554

12 DEC 2012 PM 4 L



Mr. Richard D. Dworsky
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Equality
FOREVER

Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

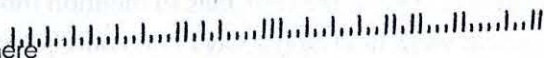
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"Jim Smart"
<smart@smart-associates.com>

12/14/2012 09:00 AM

To <swcorridor@co.hennepin.mn.us>

cc

bcc

Subject Today's opinion in the Strib

Greetings,

While we don't consider ourselves "NIMBYs," and have tried to stay informed and optimistic about the new rail corridor, I'll have to say that Dr. Goldsmith's piece in today's Star Tribune makes a lot of sense. It really has been bothering us, of late, as we stroll that beautiful stretch between the Kenilworth Channel and 21st Street and think about the total disruption of that peaceful area. The idea of combining the existing freight rails along with the light rail is absurd, and we've been assuming that would not happen, but then we've not heard anything to the contrary. For certain, the bike and walking trails would be gone, or most certainly rendered unusable.

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I think the overriding fact is that the people who really need a ride from their homes to work, whether it's in Eden Prairie or Downtown Minneapolis or St. Paul, are the folks who live along the areas adjoining the 29th Street Corridor. How strange that the route that was chosen, because it was cheaper, was the one that travels through the most unneeded neighborhood for transportation. I have often thought of that line from the Watergate era, "follow the money!"

Thank you,

Jim Smart

P Before printing this e-mail, think if it is necessary. Think Green.



Nathan Jorgenson
<njorgenson@gmail.com>

12/14/2012 12:23 PM

To swcorridor@co.hennepin.mn.us

cc

bcc

Subject Alignment Concerns

Greetings,

I am excited as any for fulfilling the Twin Cities need for more and better transit alternatives. I personally cannot wait for the SW corridor to become a reality. I personally don't see, however, how using the Kenilworth trail can possibly benefit the Twin Cities in any way other than an initial cost savings. I cannot believe that a station at Van White and Penn (not far from future Bottineau stations) as well as the stations at 21st and Royalston could possibly outperform stations in uptown (so needing of better connections to DT), whittier, stevens community, near the convention center, MIA, and nicolet mall. Stations like Royalston have great potential but why cater to areas of the city that haven't proven themselves, or taken shape. South Minneapolis needs and deserves this connection. 10 years from now the cost per ride would definitely have paid for itself as a stop in uptown could probably out perform 21st and penn by itself. I don't think Minneapolis or The west metro needs their next light rail line to be a glorified electric commuter rail serving a rail corridor and major corps vying for stops. The people deserve better planing that is for the future and people not for the dollar. I implore that those of you working on the SW corridor to reconsider redirecting through the more populous and needing areas than the open and natural areas used so much for recreation, and lacking in population density. Much has changed in even the last few years since major planning has happened for this line, re-urbanization is happening, lets make sure the planning is done well so we can have the best possible line for the most potentials users. Thank you for all your hard work making our town on the prairie a great place.

D

D

G1

D

Nathan Jorgenson
Exterior Designer
2537 Colfax Avenue S
Minneapolis, MN



"Kirsch, Kevin"
<Kevin.Kirsch@cliftonlarsonallen.com>

12/14/2012 12:42 PM

To "swcorridor@co.hennepin.mn.us"
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cc

bcc

Subject I really like the plan!

I like the route and the approach.

A

Thank you for working through these details with a disparate group of stakeholders!



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Bob Sherman
<sherman@tcq.net>
12/14/2012 02:16 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Comment on the proposed route of the SW LRT

December 14, 2012

Dear People:

I have reviewed much of the planning material and the proposals for the SW LRT from the perspective of a forty-five-year resident of the Kenwood area of south Minneapolis. Although the material is voluminous, detailed, and shows evidence of careful professional consideration of alternatives, I disagree with their recommendation concerning the 1.5 mile routing of the LRT down the Kennilworth Corridor.

D

First of all, it is clear that the LRT-C route (down the depressed 29th Street rail line to Nicollet Avenue, then north down Nicollet on the surface) is the far superior route for its catchment area of potential riders (lower income and without cars) and business destinations. I do not think this route been properly considered. While the mile and a half Kenilworth Corridor might *appear* to be a cheaper route, it is almost barren of passenger prospects or destinations. The LRT-C route is almost solid with business and dense transit-needing population, and includes a mile of established rail-ready depressed right-of-way. I note in passing that this right-of-way also extends to Hiawatha, which might have future utility. I urge a careful re-review of the LRT-C choices.

D

Second, should the Kennilworth corridor be retained, a 21st street station is an unwanted and needless element. Its location would generate few users among Kenwood residents, and if it attracted many park-and-riders a highly valued quiet residential neighborhood would be degraded.

12

Finally, the Kennilworth Corridor route would have serious adverse impact on the beauty of the treasured green space near Cedar Lake, and the usability of the quiet walking and bicycle paths. If these are lost they are irretrievable. It also seems likely that frequent fast trains would create a safety issue, and this would probably result in barrier fences. The noise and visual distraction are easily imagined. Adequate mitigation of these problems seems unlikely.

D E2

Sincerely,

Robert E. Sherman
2421 Sheridan Avenue So.
Minneapolis, MN 55405



Andrew Dipper
<adipper@givensviolins.com>

12/14/2012 04:15 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>

cc

bcc

Subject light rail

It would make more sense from a social engineering point of view to bring the light rail into Minneapolis via Chicago Avenue. This route would allow transport to local hospitals, the metro dome, etc and fuel redevelopment and boost tax revenue. It could use the existing cross town trench as a route. Anyone can see that the Cedar lake route was a bad idea from the start and only gets worse with analysis.

D	G2
---	----

Andrew Dipper



katysemail@aol.com
12/14/2012 04:28 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Kennilworth LRT

To whom it may concern,

I am concerned about many things involving the LRT. First, that area is a beautiful peaceful place that people have enjoyed for years whether it be on a bike or just walking. The park and rec has done such an amazing job keeping it such a great place. Second, I am concerned about the traffic jam this LRT is going to create along Dean Parkway, especially during the summer months. It can be a nightmare to use during rush hour already. Let alone having to deal with a LRT going through. Imagine if you lived near there, you would never be able to get home. The small hill off of Dean Parkway going towards Cedar Lake can be very difficult during peak hours and when the weather conditions are tough, you slip and slide going up and down the hill. I know there are a lot of people who think this is a wonderful idea. But please consider the people who live near there and the impact it will have on them. Put it along France Avenue in St. Louis Park. It makes more sense to put it where cars already go not people.

Thank you,

K.

D

D G2



"Olaf Lukk"
<olukk@msn.com>
12/14/2012 06:28 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject cedar lake corridor

I fully agree with the commentary in today's Star Tribune; "Light Rail Will Ruin a Quiet Area". I have lived near the west side of Cedar Lake for almost thirty years, and have taken full advantage of the trails (and the lake) for walking, biking, running and swimming. The NOISE POLLUTION ISSUE should trump the "convenience" of this route. Being subjected to day long bells and horns- with sounds of 100 decibel bells and horns carrying across the lakes- will cause irrevocable harm to the ambience of what is supposedly the crown jewel of the Minneapolis Park System: The Chain of Lakes. I have tried to keep current on this topic, and have been astounded by the lack of attention to this issue, which frankly, should be a dealbreaker. At the very least, eliminate the 21st St. station so that the only sound is the low rumble of the trains- not the bells and horns which will keep the entire neighborhood awake until midnight- and awake us again at 6:00 a.m.

D

D

D

I2



Mary Smith
<csmith@cord.edu>
 12/14/2012 08:48 PM

To "swcorridor@co.hennepin.mn.us"
 <swcorridor@co.hennepin.mn.us>
 cc
 bcc
 Subject SW corridor project

To Whom It May Concern;

I would like my voice to be heard in support of the SouthWest Corridor project. I am very excited about the possibility of such direct access to the city area without the need to drive. We need to minimize our reliance on individual cars and make living without a car a viable option for some suburban residents. A few years back a student at the U of M needed to come to our area to observe our schools. Figuring out public transportation to our area is EXTREMELY limited. We need more options. SW Transit Bus in not enough. It only works for commuters that work traditional hours. I believe strongly that once the corridor is in place, more people will take advantage of it than planned. Thanks for listening. Sincerely, Cathy Smith

A

19057 Pleasantview Rd.
 Eden Prairie, MN 55346



Ritasjöberg
<rita.sjoberg@gmail.com>

12/14/2012 09:02 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>

cc

bcc

Subject southwest route lrt

Why aren't you building the route to run along I394? The route you are building won't get the ridership an I 394 route would produce. 394 is a parking lot at 5:00 every day and LRT would have been a welcome alternative.

G2

I am also befuddled about why the ride between Mpls and St Paul will take 40 minutes. You'll get no working people to ride if takes that long.

I drive 394 to St Paul daily and was looking forward to LRT. I road the bus (two transfers) for a while but it is an hour fifteen to get to work and 1:45 home so I gave it up. Light rail looks to be a bust too so I am stuck driving.

It is a shame that my sister can get from her home in Brooklyn to New Jersey in half the time it takes me to get from St Louis Park to St Paul. We have one of the worst commutes in the country here and sad to say LRT is not helping because of poor routing.



David Buran
<burandavid@gmail.com>

12/14/2012 09:37 PM

To swcorridor@co.hennepin.mn.us

cc

bcc

Subject Impact on the Cedar Lake, Isles area by the proposed LRT

Greetings:

I bought my first home in this neighborhood in 1966. The question of a possible "Southwest Diagonal" was presented by my realtor at that time and now the issue is again front and center. The expansion of public transit in our community should be a priority, but it needs to be done very carefully with great attention to the side effects to the neighborhoods and citizens.

The negative impact on our immediate neighborhood could be immense.

Ridership from this area will not be significant as compared to the Uptown area. The traffic patterns very difficult unless the trains are routed through a tunnel or below grade passages.

Unless this is looked at carefully I think we will look back on the effects on a fine neighborhood with regret.

Cost is a factor, but was also a factor when the Park Board bought land around the lakes years ago, and how forward looking that decision was.

A concerned and loyal resident.

David Buran
3423 W. 28th St.
Minneapolis, MN 55416
612-926-3434

A

E1,
E10



Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

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

The DEIS discusses: (1) the purpose and need for the project; (2) the alternatives considered; (3) the impacts of these alternatives; and (4) the agencies and persons consulted.

Comments on the DEIS will be accepted through December 11, 2012. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

THE 260 LIGHT RAIL TRAINS WILL CREATE
UNACCEPTABLE NOISE LEVELS AT MY HOUSE SINCE
IT IS ON THE HILL ON KENWOOD PARKWAY. ALL
EFFORTS SHOULD BE TAKEN TO PROVIDE THE BEST
AND MOST EFFECTIVE SOUND MITIGATION

O4

O1

THE RAILWAY SHOULD BE HELD TO THE
SAME STANDARD

Name: LAWRENCE W. OLSON
Address: 1700 KENWOOD PARKWAY
City/State/Zip: MINNEAPOLIS MN 55405
Telephone: 612 747 3728 Email: LOLSON@METROPLANS.COM

Thank you!



SOUTHWEST
transitway

Fold here

LARRY & BILLEE OLSON
1700 KENWOOD PARKWAY
MINNEAPOLIS MN 55405

PRINTED ON RECYCLED PAPER

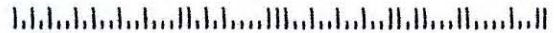
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Housing, Community Works & Transit
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701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

55415184300



Fold here



13 December 2012

Hennepin County, Community Works and Transit
 Attn: Southwest Transitway
 701 – Fourth Avenue South, Suite 400
 Minneapolis, MN 55415

Dear Southwest Transitway Project:

I am writing as a citizen and homeowner in St. Louis Park with regard to the proposed Southwest Light Rail Transit (LRT) line, which includes the planned freight rail re-route through St. Louis Park.

I wish to comment on the Southwest Transitway Draft Environmental Impact Statement (DEIS), which has recently been made available for review and comment. This DEIS report grossly obfuscates the reality of the proposed Light Rail Transit line and its impact on St. Louis Park.

The DEIS report falsely leaves the reader with the impression that no one is raising serious objections to the proposed freight re-route through St. Louis Park, and that everyone who is knowledgeable about the freight proposed re-route through St. Louis Park supports it, and that there are no important or major safety concerns. But this is not true!

C

In fact, there are many big problems. There are huge safety concerns:

- The freight trains will run straight through the St. Louis Park High School campus and dangerously close to many homes and businesses
- The freight trains will block many City streets and pedestrian walkways everyday
- Medical emergency response teams, as well as police and fire emergency first responders will be hindered when crossings are blocked
- The proposed freight rail route includes tight curves in the RR track, where derailments are more likely than they would be on a straight RR track
- Hazardous materials can be carried on the rail line without sufficient right-of-way.

C

There are livability and property value concerns for the residents of St. Louis Park:

- Greatly increased noise levels
- Much more vibration-related community damage, which has *not* been studied along the freight re-route
- Freight trains that are re-routed through St. Louis Park can be a mile long and simultaneously block six road crossings, several times a day; it may take one train ten minutes or more to clear an intersection.

C

There are financial concerns:

C

- The proposed freight train re-route costs \$123 million more than co-location according to the Draft Environmental Impact Statement (DEIS)—or, was that a typo in the DEIS as some people are now saying?
- The DEIS does not include any mitigation for the people who live and work and play in St. Louis Park.



Richard Earle
2628 Florida Avenue South
St. Louis Park, MN 55426

Telephone: 952.929.6943

Email: richard_earle@msn.com

RICHARD
2628 FLORIDA AVENUE SOUTH
MINNEAPOLIS, MN 55426



7009 1410 0000 4675 7982



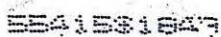
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Minneapolis, MN 55415





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St. Louis Park, Minnesota 55426-3498

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December 11, 2012

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

To whom it may concern,

This letter serves to provide notice of Independent School District No. 283's concerns and comments regarding the Draft Environmental Impact Statement (DEIS) prepared for the Southwest Transitway project published on October 12, 2012. The Saint Louis Park Public Schools Board of Education and administration recently reviewed the DEIS and noted that there are several issues that must be addressed during the EIS process that is underway.

On July 21, 2010, the school board unanimously passed a resolution fully supporting the City of Saint Louis Park's resolution 10-70 which, in summary, stipulate certain concerns related to the proposed re-route of freight rail traffic on the current Bass Lake Spur (BLS) alignment to the Minnesota, Northfield and Southern (MNS) tracks which run adjacent to several school district facilities, including our high school. In addition, the school board supported city resolution 10-71 that requests a fair and balanced evaluation of the proposed re-route to the MNS and the co-location of freight and light rail in the Kenilworth corridor. As part of our review of the DEIS, we anticipated an objective comparison of the two freight routes as directed by the Federal Transit Authority in its letter to the Metropolitan Council on September 2, 2011. We are disappointed to see that the criteria used to evaluate the two options were generally not equal and on several key points absent. These items will be covered in our comments below.

C

L4

A member of the school board represented the district on Hennepin County Regional Railroad Authority's Project Management Team (PMT), a group whose stated goal was to study the freight rail re-route and develop the Environmental Assessment Worksheet (EAW). The PMT met multiple times over 12 months and while the intent of this group was to provide input and guidance, we believe the process failed to achieve any collaboration or agreement on mitigation of the MNS re-route of traffic from the Bass Lake Spur. In fact, there were no actionable agenda items at all, not a vote or informal poll. The PMT did not have the opportunity to review draft versions of the EAW prior to its release. Continuing to use that information as the basis of the DEIS' study on the

L4

re-route is suspect. We ask that the environmental effects of the potential increase in freight traffic on the MNS tracks be studied in greater detail. Our concerns in this area are also covered in our comments.

We note that DEIS chapter 10 regarding **Environmental Justice** fails to recognize both St. Louis Park Senior High and Peter Hobart Elementary schools as having significant minority and low-income populations well in excess of the stated Hennepin County average. We feel this is worthy of further study and possible engagement as directed by FTA Circular 4703.1.

Most of our concerns relate to our Senior High School's proximity to the MNS tracks. We have broken our concerns up into five areas: safety, noise, vibration, operations and air quality.

I. Safety

The proposed upgrade of the MNS track to FRA Class 2 (and its 25 mph maximum speed) coupled with the restricted view the train engineer will have around the curves as the train approaches the Dakota Ave and Library Lane crossings will limit the time and distance available for stopping the train in the event of an emergency situation. The existing Right of Way (ROW) limits the view the engineer has of the intersections at Dakota Ave. and Library Lane. For this reason we request that the proposed action include the following mitigations:

A. Grade Separated Pedestrian Crossing at Dakota Avenue.

The DEIS does mention that the MNS separates the high school and the athletic field, however, it fails to note the existence of a McDonald's restaurant directly across the MNS tracks at Dakota Ave. A large number of our students, staff and community frequent this McDonalds.

B. Widen the Right-of-Way (ROW) Along the Track Curves East and Southwest of the High School.

Widening the ROW gives the train operating personnel more time to react to potentially dangerous situations at the Dakota Avenue and Library Lane crossings of the MNS.

C. Below Grade Pedestrian Crossing at 27th Ave.

In addition , we need a safe crossing for students near Peter Hobart Elementary School at the north end of the Freight Re-route study area, This below grade crossing would provide a safe, direct route for students who live east of the MNS track.

II. Noise

DEIS Section 4.7.5 starting on page 4-99 regurgitates the information from the vacated EAW.

While the addition of Quiet Zone (QZ) crossings at the Dakota Ave and Library Lane intersections and welded rail will theoretically reduce noise, the reality of the quiet zones with their blind corners and higher speed trains adjacent to the High School, train engineers will choose to sound the horn.

Completely missing in the DEIS analysis are calculations for the noise generated by more frequent, longer, heavier trains (assumptions, page 4-99) using multiple locomotives at increased throttle climbing the projected .86% grade (east bound) or 1.2% grade (west bound).

Table 4.7-14 indicates that there will be a net gain in noise based on just the combined traffic of the current CP and TCW operations, where on page 4-99 the DEIS states it is a conservative estimate. This does not take into account any growth in either of these companies' operations. Any prediction for future operational levels would likely indicate growth. We need to see future noise estimates with 10 and 20 year projections of future rail operations to make reasonable judgments about noise impact.

Average noise over a 24 hour period is not what brings the learning process in a classroom to a complete halt. It is the intermittent noise of train for extended periods of time that would affect the classroom work. For this reason, we desire the following mitigations considered as part of the proposed action:

A. Eight New Classrooms on North Side of Existing High School Building

Due to increased noise and its impact on the learning process replacing the classrooms that face south towards the MNS that are most affected by the train noise with classrooms along 33rd St would alleviate any pressure to use these rooms as classrooms. We anticipate growth due to the success of our innovative programs.

B. New Windows and Air Conditioning Throughout High School

This mitigates the increased noise for the rest of the high school.

C. Create Southbound Connection from BLS to MNS

This eliminates the need to use the area adjacent to the high school as a de facto wye for westbound trains on the BLS headed south.

D. Railroad Construction only during the Summer Months

Restricting heavy construction to summer months when school is not in session would eliminate additional classroom disruptions.

III. Vibrations

Currently, we experience problems with recently installed, ceiling mounted projection equipment in classrooms in the south part of the high school due to vibrations from passing trains. We anticipate greater problems with the increased frequency of longer, heavier trains. We look forward to further detailed analysis of vibration during the Preliminary Engineering phase of the project mentioned on page 4-118 and working to minimize the impacts at the High School site. We recommend the following mitigations for vibrations as part of this project:

- A. Replace or Upgrade Projection Equipment in Affected Classrooms**
- B. Concrete Ties, Rubber Boots and Pads for MNS Track**

IV. Operations

We anticipate that the proposed action will cause several operational difficulties. Our current bus movements between the High School and Park Spanish Immersion (PSI) School as described in detail on page 6-38 are part of a tiered busing schedule that uses the same buses multiple times each morning and afternoon with a tight time schedule. In the description, the author uses the fact that in the afternoon 30 buses load at PSI and then all travel to the High School, crossing Lake Street and the MNS on Library Lane to determine the queuing of vehicles on Lake Street while a police officer stops traffic. There is then discussion of the traffic volumes during a potential 12.5 minute train blockage. This completely misses the point that a train blocking our bus movements at that time of day would severely delay our bus transportation for not only those students, but the delays would ripple through the rest of the schedule.

We suggest the following mitigations be implemented to minimize impacts to our daily operations:

- A. North Highway 7 Frontage Road Below Railroad Bridge Over Hwy 7**

This creates a path for current afternoon bus traffic to cross under the MNS line regardless of train operations.

- B. Restrict Railroad Operations During AM and PM Bus Times**

A one hour window in the morning and a 30 minute window in the afternoon would enable busses, students and staff to move efficiently to and from schools.

- C. Quiet Zones Designed to Allow Un-restricted Access to our South Parking Lot**

We require vehicle access to our South Parking Lot remain as it is today with access from northbound and southbound Dakota Avenue to and from the lot and similar access on Library Lane.

V. Air Quality

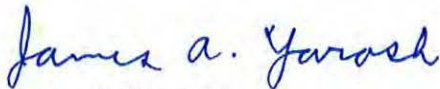
C

The DEIS included no evaluation of Air Quality on the re-route segment for a variety of reasons explained on page 4-72. We still anticipate issues with multiple locomotives pulling extended trains up the steep grades proposed on the MNS re-route creating temporary air quality issues in our high school building which is located just 75' from the MNS tracks. Mitigation for this issue would be the same items A & B covered under section II. Noise: new windows and air conditioning.

We certainly look forward to "further discussion" as mentioned frequently throughout the DEIS and would welcome a presentation by the Met Council regarding the project and freight rail issue. We have serious concerns regarding this project and expect the aforementioned mitigations are put into place if the project proceeds with the re-route.

Sincerely,

ST. LOUIS PARK BOARD OF EDUCATION



James A. Yarosh
Chair, Board of Education
Independent School District 283
St. Louis Park, MN



Dr. Debra Bowers
Superintendent
Independent School District 283
St. Louis Park, MN

cc: Jeffrey Jacobs, Mayor, St. Louis Park
Tom Harmening, City Manager, St. Louis Park
Jim Brimeyer, Representative, Met Council
Jennifer Munt, Representative, Met Council
Gail Dorfman, Commissioner, Hennepin County
Steve Simon, Representative, MN House
Ryan Winkler, Representative, MN House
Ron Latz, Senator, MN Senate
Keith Ellison, Representative, US House
Amy Klobuchar, Senator, US Senate
Al Franken, Senator, US Senate

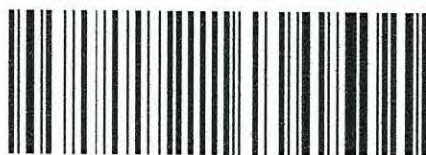


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December 11, 2012

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**See Comment #321
for Theme Delineations**

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Currently, we experience problems with recently installed, ceiling mounted projection equipment in classrooms in the south part of the high school due to vibrations from passing trains. We anticipate greater problems with the increased frequency of longer, heavier trains. We look forward to further detailed analysis of vibration during the Preliminary Engineering phase of the project mentioned on page 4-118 and working to minimize the impacts at the High School site. We recommend the following mitigations for vibrations as part of this project:

A. Replace or Upgrade Projection Equipment in Affected Classrooms

B. Concrete Ties, Rubber Boots and Pads for MNS Track

IV. Operations

We anticipate that the proposed action will cause several operational difficulties. Our current bus movements between the High School and Park Spanish Immersion (PSI) School as described in detail on page 6-38 are part of a tiered busing schedule that uses the same buses multiple times each morning and afternoon with a tight time schedule. In the description, the author uses the fact that in the afternoon 30 buses load at PSI and then all travel to the High School, crossing Lake Street and the MNS on Library Lane to determine the queuing of vehicles on Lake Street while a police officer stops traffic. There is then discussion of the traffic volumes during a potential 12.5 minute train blockage. This completely misses the point that a train blocking our bus movements at that time of day would severely delay our bus transportation for not only those students, but the delays would ripple through the rest of the schedule.

We suggest the following mitigations be implemented to minimize impacts to our daily operations:

A. North Highway 7 Frontage Road Below Railroad Bridge Over Hwy 7

This creates a path for current afternoon bus traffic to cross under the MNS line regardless of train operations.

B. Restrict Railroad Operations During AM and PM Bus Times

A one hour window in the morning and a 30 minute window in the afternoon would enable busses, students and staff to move efficiently to and from schools.

C. Quiet Zones Designed to Allow Un-restricted Access to our South Parking Lot

We require vehicle access to our South Parking Lot remain as it is today with access from northbound and southbound Dakota Avenue to and from the lot and similar access on Library Lane.

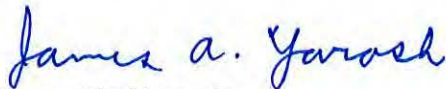
V. Air Quality

The DEIS included no evaluation of Air Quality on the re-route segment for a variety of reasons explained on page 4-72. We still anticipate issues with multiple locomotives pulling extended trains up the steep grades proposed on the MNS re-route creating temporary air quality issues in our high school building which is located just 75' from the MNS tracks. Mitigation for this issue would be the same items A & B covered under section II. Noise: new windows and air conditioning.

We certainly look forward to "further discussion" as mentioned frequently throughout the DEIS and would welcome a presentation by the Met Council regarding the project and freight rail issue. We have serious concerns regarding this project and expect the aforementioned mitigations are put into place if the project proceeds with the re-route.

Sincerely,

ST. LOUIS PARK BOARD OF EDUCATION



James A. Yarosh
Chair, Board of Education
Independent School District 283
St. Louis Park, MN



Dr. Debra Bowers
Superintendent
Independent School District 283
St. Louis Park, MN

cc: Jeffrey Jacobs, Mayor, St. Louis Park
Tom Harmening, City Manager, St. Louis Park
Jim Brimeyer, Representative, Met Council
Jennifer Munt, Representative, Met Council
Gail Dorfman, Commissioner, Hennepin County
Steve Simon, Representative, MN House
Ryan Winkler, Representative, MN House
Ron Latz, Senator, MN Senate
Keith Ellison, Representative, US House
Amy Klobuchar, Senator, US Senate
Al Franken, Senator, US Senate



St Louis Park Public Schools

ess, one student at a time.

ark Public Schools

fices

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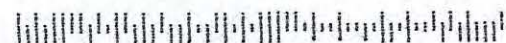
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***Urgent! Time Sensitive
Southwest Transitway***

***Hennepin County
Housing, Community Works & Transit
Attn: Southwest Transitway
701 Fourth Avenue South, Ste 400
Minneapolis, MN 55415***





Bill Lewis
<billlewis@hotmail.com>

12/15/2012 11:04 AM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>

cc

bcc

Subject SW LRT DEIS Feedback

Hello:

Our names are Bill Lewis & Lynda Borjesson. We've owned and lived at our home at 2530 Upton Ave S for 25+ years, and our property is directly adjacent to the Kenilworth Corridor. While we fully support the LRT project, we are writing to provide feedback and express our deep concerns regarding the Southwest LRT and the DEIS. Our key concerns are:

1. That the freight rail line must be relocated so that the Kenilworth Corridor and bike/walk trail are completely preserved and areas near the corridor are not compromised. This trail is a significant asset to the neighborhood and our city. We are strong bicycle advocates and commuters/riders, so the preservation of this critical trail is very important to us and many other citizens.

D

P9

2. That LRT noise is mitigated very effectively. Our backyard is within 200 feet of the proposed LRT lines. With LRT trains passing through our neighborhood backyards 260 times per day, we are very concerned about the ambient noise of trains passing by and of the possibility of trains beginning to sound their horns near the Burnham Bridge as they approach a 21st LRT Street Station. We would request that train noise be mitigated as much as possible with natural methods such as berms, trenching, evergreens, etc. We would strongly urge that horn blowing be mitigated, or that only a LRT bell be used, at the 21st Street Station.

D

O1,
O3,
O9

3. The Cedar Lake Park and the surrounding nature area is a critical piece of property and a significant asset to the neighborhood and all citizens who enjoy the quiet and beauty of this city property and lake. Measures must be taken to reduce impact and noise near this nature area when the LRT passes near the Cedar Lake Park and surrounding areas.

E2, E4

4. A creative, effective and low-impact solution must be developed where the LRT crosses Cedar Lake Road. The proposed LRT bridge over Cedar Lake Road does not fit with the character of the surrounding area.

E8

5. There is a "unofficial" neighborhood park/play area and gardens on the east side of the Kenilworth Trail just south of the Burnham Bridge. Neighborhood children and adults frequently utilize this gathering space. Engineering plans which include retaining freight rail would destroy this long-standing neighborhood space. We would hope that impact and encroachment into this wonderful public space be mitigated.

E2

M3

Thanks for your attention...

Bill Lewis & Lynda Borjesson
2530 Upton Ave S

Minneapolis, MN 55405



Toni Dufour
<tonidufour@comcast.net>

12/15/2012 02:42 PM

To swcorridor@co.hennepin.mn.us

cc

bcc

Subject Kenwood Resident concern regarding proposed Southwest Light Rail

To Whom It May Concern:

As a Kenwood homeowner whose property abuts the proposed light rail corridor, I would like to express my concerns about several issues related to the LRT.

First is my concern about the possibility of keeping both the current freight rail line and the proposed LRT running together in the Kenilworth Corridor. This would result in an unacceptable increase in noise level as well as loss of the existing trails, placing the trains mere feet from my backyard. I support relocating the existing freight lines to minimize the destruction of the greenway and to preserve as much of the green space as possible. I also strongly encourage trenching the LRT to mitigate the inevitable noise from 260 trains a day.

D

D

Second, I am strongly against the proposed bridge over the Cedar Lake Parkway Kenilworth Trail intersection. This is an inappropriate and very unattractive solution.

E8

D

Third, I feel that 21st Street is a poor location for a proposed Park-And-Ride. This will block access to a popular public beach on Cedar Lake and lead to traffic congestion in a neighborhood that is already difficult to get into and out of due to one- way traffic on the Burnham Road Bridge and around the lake.

12

Please consider how current plans for the LRT will impact the quality of life in this neighborhood.

Toni DuFour
Kenwood Homeowner
2544 Upton Ave S



David Ruebeck
<ruebeck@att.net>
12/15/2012 04:43 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject DEIS

Hello,

I would like to record my opposition to the freight/light rail co-location option. I also oppose an at-grade crossing at Cedar Lake Avenue as well as a fly-over bridge.

I would prefer a below-grade crossing such as a tunnel or deep trench.

I am concerned about noise, visual disruption, and traffic congestion.

Thank you,

David Ruebeck
2741 Drew Ave S
Minneapolis

D

E8

O1

N2

P4



William Ehrich
<ehrich@mninter.net>

12/15/2012 06:07 PM

To swcorridor@co.hennepin.mn.us

cc

bcc

Subject LRT environmental impact

I grew up in Philadelphia where trolley cars, trams, were and are taken for granted. They are fast, safe, unobtrusive, and quiet in town and in residential suburbs. The Minneapolis St Paul LRT is pretentious, noisy, and disruptive with no apparent compensating advantages. It doesn't need to be. Simple express trams running in dedicated roadways can be just as fast.

All those bells and horns are useless noise which will continue to annoy long after people have become used to and ignore them.

The elaborate and too rare stations seem to serve no purpose beyond ticket sales and control.

Perhaps you could send someone to Philadelphia or Geneva etc to see how much nicer a simpler and much cheaper system can be.

-- William Ehrich
Edina

K0

O5

I2

K0



louann lanning
<louannl@hotmail.com>
12/16/2012 06:19 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc
bcc

Subject Reconsider Southwest Light-rail Corridor between the Lakes

This is my public written comment for the proposed Southwest Light-rail route.

I am completely opposed to the plan as it stands because of the impact on the east side of Cedar Lake. The area between Lake Street and Penn Avenue begins as a quiet residential neighborhood on either side of the Kenilworth Channel between Lake of the Isles and Cedar Lake. This gives way to parkland along the east side of Cedar Lake. In the middle of this urban oasis runs a critical segment of the Minneapolis system of bicycle trails, used by hundreds of commuters and recreational bikers every day for much of the year. The lake is also home to swimmers and city dwellers who seek the peace of this green space and water.

B E0

If the light rail is built as proposed the segment of the light-rail route on the east side of Cedar Lake will fundamentally and irrevocably alter the character of this beautiful, precious, and irreplaceable urban green space. The infrastructure for electrically powered light-rail transit will permanently deface the entire area. Running more than 250 trains through this corridor each day from dawn to midnight will significantly diminish its desirability as a place to live. Property values will fall; tax revenue will drop accordingly. Some studies do show increased property values in proximity to light-rail lines, but they are not relevant to this project. For good reasons, light rail is not typically put in the midst of highly developed residential and recreational areas.

M2 E2

The visual impact of the needed infrastructure, combined with the noise and even the danger of more than 250 fast trains per day, would also greatly erode the attractiveness of this part of the recreational and commuter bicycle trail system. Many who now commute by bicycle might well choose to drive instead (which would be an ironic consequence of a project designed in part to reduce traffic). Recreational bicyclists will simply go elsewhere.

O4

R1

E4

The project includes a station at W. 21st Street, a placement that makes no sense. This is an isolated location along parkland, not close to any major streets. It would be inconvenient to access; parking is limited, and a park-and-ride lot there would be contrary to Minneapolis policy. Serious questions have been raised about the actual use of this station, since local residents don't need it, given their proximity to downtown, and the appeal to suburban riders heading toward town is not obvious.

I2

But the sound pollution it would bring to residential streets, Cedar Lake Park and the bicycle trail would be considerable. Residents and visitors would hear more than 250 warning bells or horns per day as trains approached this station, each greater than 100 decibels. The peaceful soundscape of this largely silent space would be shattered.

O1

There is a partial solution, though it would significantly increase the cost of the project. Trains

must travel below grade from Lake Street to Penn Avenue, and there should be no station at 21st Street unless it is also below grade. The alternative current proposal to alleviate surface congestion -- elevating trains using a massive, 42-foot-high "flyover" bridge on part of the route -- would actually magnify visual intrusiveness and noise. It is deeply disturbing that anyone with any knowledge of the area could seriously propose such a structure.

E9

I2

E0

Rather, the trains must be buried, preferably in a tunnel, or at least in a deep trench. This is the only way to attempt to preserve the essential character of the area.

E8

There are other major issues with this route, including the implications of relocating freight traffic within St. Louis Park, and the impact on an already congested area around Lake Street and Excelsior Boulevard. Perhaps solutions can be found to all of these problems, perhaps not. But if the Southwest line is deemed vital to the economic future of our community, the project should be done correctly. We will live with the consequences of building this route for decades.

E0

If the cost of doing it correctly means that the plan is no longer economically feasible, it should be abandoned, or a new route should be chosen.

K4

E10

Sincerely,
Louann Lanning
7318 W. 22nd St.
St. Louis Park, MN 55426
952-546-0181

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[\[?\]](#)



Matthew Alspach
<matthew.alspach@gmail.com>

12/16/2012 10:06 PM

To swcorridor@co.hennepin.mn.us

cc

bcc

Subject Southwest corridor options

Hello

I wanted to voice my opinion on the preferred route. I don't live in the neighborhood, but know the area. I don't think the current preferred route makes sense.

The light rail should be connecting the commercial hubs of the metro area, of which the kenilworth trail is far from.

The area around kenilworth trail is better served by the current route 25 bus, whereas the uptown/lyndale area will be better served by light rail and hopefully take some strain off the many buses that ply the routes between uptown and downtown.

In addition, there is already an uptown transit hub situated right above the midtown corridor. What a perfect place to link the bus lines with the light rail. Besides downtown minneapolis, where else is there a concentration of transit options that makes more sense to locate together?

Regards,

Matt Alspach

E0

P1

G1



Jane Willis
<mnwrites@yahoo.com>

12/16/2012 11:44 PM

Please respond to
Jane Willis
<mnwrites@yahoo.com>

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>

cc

bcc

Subject Cedar Lake is a beautiful place

Dear SW Corridor planners.

Cedar Lake is a much loved area of Minneapolis. People throughout the city come here to enjoy it's p

If you put a light rail bridge over Cedar Lake Parkway, it's going to degrade the character of the neighb
wilderness bike trail. This area is an important and much used activity hub. A ground level cr E8
area. It's going to be well worth the expense to preserve what we already have by running the train th

Furthermore, a train stop on the East side of Cedar Lake is ill-conceived. This is a quiet neighborhood
the Minneapolis Chain of Lakes together. There is a quiet beach right near where you would E1
local people don't need a train stop. The area can't handle a park and ride lot, nor can it handle street
an unnecessary stop on the East side of the Lake.

I live at 1449 Lakeview Avenue on the North side of the Lake. I am not directly affected by the SW Co
I know the area well, having lived in the general area since 1980.

I ask you to listen to local residents so you don't wind up destroying some very positive things about o

Best,

Jane Willis

612 374 8955



mnrealtors@aol.com
12/17/2012 08:39 AM

To swcorridor@co.hennepin.mn.us,
Katie.Walker@co.hennepin.mn.us
cc gail.dorfman@co.hennepin.mn.us,
lisa.goodman@minneapolismn.gov
bcc

Subject Response to SWLRT DEIS

Date: December 17, 2012
To: whom it may concern
Re: response to the SWLRT DEIS
From: Paul and Cheryl LaRue

First, we would like to acknowledge your reasoning for the need for LRT and we understand that the SWLRT is an integral part of Met Council's 2030 Transportation Policy Plan, Met Council's 2030 Regional Development Framework, Hennepin County Transportation Systems Plan, Hennepin County Sustainable Development Strategy 2011, as well as The Minneapolis Plan for Sustainable Growth.

1) One of our concerns lies with the **environmental and socioeconomic impacts of a flyover bridge at Cedar Lake Pkwy**. We understand that a flyover bridge would address 'traffic congestion' at the intersection of LRT with Cedar Lake Pkwy. However, we support alternative means of addressing such issues. We support Cedar Lake Parkway crossing *OVER* LRT transit as presented by the Minneapolis Park and Rec Board and supported by the Joint Neighborhood Task Force consisting of CIDNA (Cedar Isles Dean Neighborhood Association), KIAA (Kenwood Isles Area Association), WCNC (West Calhoun Neighborhood Council), CLSHA (Cedar Lake Shores Homeowners Association), CIHA (Calhoun Isles Condos Condo Association) and CLPA (Cedar Lake Park Association).

E8

A flyover works against the goals of the 2030 Regional Development Framework. Per the DEIS Appendix H - Land Use Plans, The Metropolitan Council Plans and Studies, **2030 Regional Development Framework**, page 7 of 750, item #4: "The RDF addresses four primary policies...**4) Working with local and regional partners to reclaim, conserve, protect, and enhance** the region's vital natural resources".

Per 3.6.3 Long-Term Effects, 3.6.3.3 Build Alternatives, Segment 4, page 3-115: "Although the segment is located in an existing transportation corridor (Kenilworth Regional Trail), the project *would introduce new visual elements* --the fixed guideway, including track, catenary poles, and wires--into the area. Catenary poles and wires could have *substantial visual impacts on trail users* who would share the corridor with the fixed guideway" ... "The proposed alignment is on a *bridge over Cedar Lake Parkway* . *Visual impacts* on sensitive receptors *adjacent to the corridor in the multi-family residential parcel and Cedar Lake Parkway* could be *substantial* . *Visual intrusion and privacy impacts of the project elements on the residents in units with windows facing the alignment where it is bridged* structure could be *substantial* ."

E8

A flyover bridge, infrastructure and supporting walls, poles, and cantenary over Cedar Lake Pkwy are not compatible with current scenic views and would obstruct rather than "conserve, protect, and enhance" views in designated scenic areas at Cedar Lake and throughout Cedar Lake Regional Trail/Kenilworth Trail and the Grand Rounds as well as Park Siding Park. This drastic visual change would impact setting, integrity, and feeling of Cedar Lake and Cedar Lake Regional Trail/Kenilworth Trail, the Grand Rounds, and Park Siding Park. We support working with local partners (such as the Park Board), the residential community, and neighborhood associations to investigate alternative ways for LRT to cross at Cedar Lake Parkway. We support Cedar Lake Parkway crossing over transit.

E4

An environmental concern with a flyover bridge at Cedar Lake Parkway would be the introduction of a NEW noise source(s) at Cedar Lake, throughout the Cedar Lake Regional Trail/Kenilworth Trail and Park Siding Park, and into the Grand Rounds. Per 4.7.3.4 Project Noise Levels: "The project team measured airborne noise from the Hiawatha LRT as the basis for the sound exposure levels used in the analysis". Per table 4.7.2 the Hiawatha LRT measurements were done 'at grade'. Measurements did not include airborne noise at the various elevations of a flyover* at Cedar Lake Parkway. Recommend analysis for

E4

O1

E4

O5

noise and vibration at various heights of a flyover*, taking into consideration the unique situations of Segment A, particularly between West Lake Stn. and 21st St. Stn. *Unique* situations include: A) close proximity of the flyover to Cedar Lake, a large body of water which would carry sound farther than over land or through trees, B) two 14-story high rise residential buildings with close proximity to the flyover which would reflect a new noise source throughout Park Siding Park, the Cedar Lake Regional Trail/Kenilworth Trail, and the Grand Rounds, C) most of the Xerxes Historic District multi-story residences would have an unobstructed view of the flyover, structure, catenary poles and wires, and trains; and would be directly affected by a new noise source introduced by a flyover. The Shoreland Overlay District Zoning requirements also need to be observed.

E8

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O6

Per 3.6.5.3, Mitigation, Build Alternatives, page 3-123: "*Mitigation treatments ...would be developed...through discussion with affected communities, resource agencies, and stakeholders* . Measures would be taken to *ensure* the design and construction of the Build Alternative *considers the context of the corridor* and that sensitive receptors receive adequate mitigation. *Possible mitigation measures* could include: A) Landscaping vegetation such as shrubs and bushes to supplement *existing* vegetation buffers, B) Evergreen vegetation screening to supplement deciduous vegetation buffers in leaf-off conditions, C) Fencing, D) *Tunneling* ." *Comment*: Due to the *uniqueness* of the narrow rail corridor in the residential area between West Lake Stn. and Cedar Lake Parkway *existing* vegetation is minimal and supplementing it may be difficult as there is very little space to add a berm or mature landscaping. The DEIS suggestion of a tunnel as a means of mitigation needs to be studied as a viable means of mitigation. We do not support taking of any residential properties in Segment A north of West Lake Stn.

E4

N2

E0

N2

*Per Appendix H-1, page 204, Table: Aweighted Sound Levels (FTA): Rail transit horn 89 dBA, rail transit on modern concrete aerial structure 84 dBA. These dBA corresponded on the same table to sounds similar to an outdoor concrete mixer and jack hammer. *Comment*: A flyover would introduce these NEW sounds, and these sounds would not "conserve and enhance" the region's vital natural resources. Therefore, we support Cedar Lake Parkway crossing over transit.

E8

O1

*Per Appendix H-1, page 201, The FTA Transit and Noise Vibration Impact Assessment indicates, "Reflections off topographical features or buildings (structures) can sometimes result in higher noise levels...than would normally be expected. Temperature and wind conditions can also diffract and focus a sound wave to a location at considerable distance from the noise source. As a result of these factors, the existing noise environment can be highly variable depending on local conditions." Again, we support Cedar Lake Parkway crossing over transit.

E4

O1

2) Our second concern is regarding **mitigation for the Impacted Land** (Units) from LRT in **Segment A, in particular the residential area between West Lake Stn. and 21st St. Stn.** Of the LRT Segments in the preferred alignment 3A, Segment A *has the lowest ambient noise** of Segments 3, 4, and A (per 4.7.3.5). Segment A *also has the highest percentage of Severe Land Impact*** (Units) (91.0% of the total for alignment 3A as per tables 4.7-3 and 4.7-8), in particular the area **between West Lake Stn. and 21st St. Stn. (87.6% of the total Severe Land Impact units for all of alignment 3A)** . Segment A consists mainly of residential/multi-family residential, whereas Segments 3 and 4 consist mainly of commercial properties (table 3.2-2). LRT Sound Exposure Levels (per table 4.7-2) would be in the HUD threshold for Unacceptable Housing Environment (Appendix H-1, "Odors, Noise, and Dust), above the MN Noise Pollution Control Limits (Appendix H-1, Table 9), and above Federal Noise Abatement Criteria***. Given that the area between West Lake Stn. and 21st St. Stn. has 87.6% of the Severe Land Impact properties, mitigation by fencing or landscaping alone would have minimal mitigation effect. Additionally, on its own, barriers would not seem to provide adequate mitigation. Per Appendix H-1, Mitigation: "Noise barriers would not be as effective at reducing noise...since there are physical limitations on barriers which would only potentially reduce noise by a small amount...". Mitigation such as cut'n'cover or tunnel have *not* been addressed by the DEIS for Segment A; and should be thoroughly studied as a viable means for mitigation, particularly in the area between West Lake Stn. and 21st St. Stn. A flyover bridge over Cedar Lake Parkway would NOT mitigate Severe Land Impact properties. A flyover would introduce NEW airborne noises. We support Cedar Lake Parkway crossing over transit. We support working with local partners, the residential community and neighborhood associations to investigate and coordinate ways to minimize the noise, vibration, and visual impacts of LRT rail cars, infrastructure and supporting walls, poles and catenary. We do not support taking of any residential properties in Segment A

E4

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north of West Lake Stn.

Data supporting the above is as follows:

As stated in Chapter 4, page 4-7 FTA Noise Impact Thresholds, as well as in Appendix H, Odors, Noise, and Dust: There are two levels of impact included in the FTA criteria...Moderate Impact and Severe Impact. Project-generated noise in the severe impact range can be expected to cause a significant percentage of people to be highly annoyed by the new noise and *represents the most compelling need for mitigation ...*

*Per 4.7.3.5 Assessment. "Ambient noise is measured by what is present in existing conditions. Low ambient noise levels cause the impact threshold (the point at which there is an impact) to be lower. Ambient noise levels were as low as 55 dBA on an Leq basis and 56 dBA on an Ldn basis for Segment 3; 56 dBA on an Leq basis and 54 dBA on an Ldn basis for Segment 4; *44 dBA on an Leq basis and 52 dBA on an Ldn basis for Segment A ; and 58 dBA on an Leq basis and 58 dBA on an Ldn basis for Segment C".

*Appendix H-1, Southwest Transitway Ambient Noise Table, page 5, Segment A: "Site #31 (3427 St. Louis Ave.) for a 24-hour period the Leq was 59 dBA and Ldn 60 dBA (Footnote 'c' for that table notes that noise monitoring data for Site #31 *included* noise from existing freight train operations). *Natural sounds and recreational activities are the dominant noise sources* , with lesser noise contributions from Lake St. traffic. This location is representative of noise-sensitive land use at the south end of the Kenwood Neighborhood, within earshot of Lake St." Comment: Site #31, 3427 St. Louis Ave., is a residential property adjacent to the current TC&W rail line and located inbetween the West Lake St. Stn. and Cedar Lake Parkway. Given the Sound Exposure Levels in table 4.7-2 of LRT pass-bys 81-84 dBA, signal 106 dBA, warning signal 88 dBA, warning horns 99 dBA, LRT curve squeal 114 dBA, mitigation requirements need to include keeping the ambient noise levels (on a constant and frequent basis) consistent with current Leq and Ldn dBA...particularly at nighttime. Mitigation must preserve and maintain as dominant sounds of the portion of Segment A in between West Lake Stn. and Cedar Lake Parkway that of natural sounds and recreational activities . Fencing or landscaping alone would not achieve such mitigation. Barriers only reduce noise by a small amount (per Appendix H-1: Mitigation). Mitigation such as cut'n'cover or tunnel have not been addressed by the DEIS for Segment A; and should be thoroughly studied as a viable means of mitigation, particularly in the area between West Lake St. Stn. and 21st St. Stn. Note: noise monitoring data for Site #31 was collected *prior to* the replacement of old, frequent weld TC&W rails with new continuous rails in September/October 2012 (per rail engineers, up to 1/3 quieter and less vibration).

**In Segments 3 and 4 (the preferred alignment 3A) running from Mitchell Rd. to the West Lake Station the LRT touched almost ALL commercial properties (per engineering and conceptual designs from Appendix F as well as table 3.2-2 Summary of Neighborhood...Cohesion Impacts...Segment 3 "mostly commercial"). Per table 4.7-3, Noise Impact Summary Table, the preferred alignment 3A had a total of 201 (520) Severe Impact Land (Units) for Category 2 (residential). Per table 4.7-5, Noise Impacts Segment 3, Segment 3 had 18 Severe Impact Land (Units). Per table 4.7-6 Noise Impacts Segment 4, Segment 4 had no Severe Impact Land (Units). Per table 4.7-8 Impacts Segment A, Segment A had 183 (406) Severe Impacts Land (Units). In summary, *Segment A has 183 (406) of the total 201 (520) or 91.0% of the Severe Impact Land in alignment 3A...with 176 (399) between West Lake Stn. and 21st St. Stn. (table 4.7-8). In other words...176 (399) of the total 201 (520) or 87.6% of the total Severe Impact Land for alignment 3A were in the very small stretch between W. Lake and 21st St. Stations* as compared to the miles and miles of LRT in Segment 3 and 4 which only had 18 of 201 (table 4.7-5) or 9.0%. Note: percentages are rounded. Note also: Segment A has a situation *unique to Segments 3 and 4 and to Hiawatha LRT* in that some of the residential/multi-family residential properties are located 20' or less from the rail tracks, including a 14 story high rise condominium with balconies facing the rail tracks.

Table 4.7-2 LRT Sound Exposure Levels used in the Noise Analysis...LRT pass-by 81-84 dBA, signal 106 dBA, warning signal 88 dBA, warning horn 99 dBA, LRT curve squeal 114 dba.Appendix H-1, page 50 of the section addressing "Odors, Noise and Dust - Noise Basics, Exhibit 1, Outdoor Noise Exposure for a Residential Environment (according to U.S. Federal agency criteria) states the ambient close to Urban Transit is 85 Ldn. *The HUD threshold for Unacceptable Housing Environment is 75 dBA Ldn*, the HUD limit for normally acceptable housing environment is 65 dBA Ldn, and the EPA ideal residential goal is 55 dBA Ldn. This section also states Category 2 are residences and buildings where

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people normally sleep. This category includes residences...where nighttime sensitivity is assumed to be of utmost importance.

O5,
O8

***Appendix H-1, Table 9, Minnesota Noise Pollution Control Limits, indicates that Chapter 7030 of the Minnesota Administrative Rules has set a series of noise limits that can be applied to projects such as...rail study. The limit for MN category 1 (residences, churches, schools, and other similar land uses) in the daytime is between 60-65 dBA and nighttime 50-55 dBA.

***MnDOT for the Trunk Hwy 41 river crossing project, Chaska, indicates Federal Noise Abatement criteria for Category B (residential and recreational) is 70 dBA. For every increase of 10 dBA is heard twice as loud.

Appendix H-1, FTA Noise Impact Criteria, page 50: "Although higher rail noise levels are allowed in neighborhoods with high levels of existing, smaller increases in total noise exposure are allowed with increasing levels of existing noise".

3) Our third concern is regarding **mitigation** in Segment A, particularly the residential area between West Lake Stn. and 21st St. Stn., from the substantial increase in the **frequency of LRT pass-bys**. The DEIS considers **current TC&W pass-bys to be infrequent**, and that LRT will more than double the amount of train pass-by events*. Current TC&W pass-bys are 21.5 per week daytime and .5 per week or less nighttime**. LRT projected are 2326 per week with 420 in the nighttime***. In other words LRT pass-bys would create a *drastic change* for Segment A from a periodic, infrequent heavy use corridor to a constant, frequent heavy use corridor. Noise, vibration, and visual impacts in Segment A, particularly in the residential area between West Lake Stn. and 21st St. Stn. would **change from current periodic, infrequent noise, vibration, and visual impacts 21.5 times per week and .5 or less times per night to constant noise, vibration, and visual impacts 2326 times per week, with a disruptive increase at nighttime of 420 per night...from current 3 times per day and less than .5 nighttime per 'week' to LRT every 7.5 - 10 minutes per day and LRT every 30 minutes each night** (these daily LRT pass-bys are per the SWLRT website).

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LRT would introduce a NEW *privacy impact* both in the *daytime and nighttime*. Per 3.6.3 Long-Term Effects, 3.6.3.3, "Visual intrusion and privacy impacts of the project elements on the residents in units with windows facing the alignment...could be substantial." Comment: The new privacy impacts would not only affect the residential properties, but persons using the Cedar Lake Regional Trail/Kenilworth Trail, Park Siding Park, and the Grand Rounds. These privacy impacts do not currently exist; therefore, mitigation needs to address respect of privacy resulting from LRT pass-bys. Mitigation by fencing or landscaping alone would have minimal and seasonal mitigation effect. Additionally, on its own, barriers may not provide adequate mitigation in screening privacy impacts, particularly at elevations of a flyover. Mitigation such as cut'n'cover or tunnel should be thoroughly studied as a viable means for mitigation, particularly in the area between West Lake Stn. and 21st St. Stn. A flyover would not mitigate privacy impacts. A flyover would introduce additional new privacy impacts at a higher elevation.

E4

E8

Nighttime LRT pass-bys will also introduce a NEW *visual nighttime impact of LRT headlights as well as intrusion of lights from inside train cars which would be passing through 420 times per week as compared to current .5 or less headlight (only) light intrusion per week*. Fencing and landscaping will not mitigate the new nighttime visual light impacts. Barriers may mitigate the new nighttime headlight visual impact and partially mitigate light intrusion from inside train cars; however, would *not* be adequate to mitigate the *extreme increase in frequency* of visual light impacts resulting from more than double the amount of train pass-by events*. Mitigation such as cut'n'cover or tunnel have not been addressed by the DEIS for Segment A, and should be studied as a viable means for mitigation, particularly in the area between West Lake Stn. and 21st St. Stn. A flyover bridge over Cedar Lake Parkway would NOT mitigate the new *increased frequency* of daytime and nighttime visual impacts. A flyover bridge would introduce NEW visual impacts at an elevation higher than 'at grade'.

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*Comment: The DEIS statement 'more than double the amount of train pass-by events' is **extremely understated**. Per the SWLRT website, train pass-bys would **dramatically increase from the current 3 times in the daytime to LRT every 10 minutes during the daytime and early evenings--even more frequently during peak hours to LRT every 7.5 minutes**. The nighttime pass-bys would be even more substantially increased from 'on occasion' .5 per 'week' to LRT every 30 minutes nighttime.

The LRT pass-bys are constant 7 days per week, 20 hours per day. These LRT frequencies would change the residential corridor in Segment A between West Lake St. and 21st St. Stn. from 'dominant noise sources being that of natural sounds and recreational activities' to **constant new noise sources** from the LRT rail squeals and horn or bells (with noise decibals increasing from current ambient 59-60 dBA (Site #31) to between 81-114 dBA. Such **drastic changes to the environmental and socioeconomic** elements of the residential corridor warrant serious mitigation of noise as well as visual impacts. Fencing and landscaping alone would not mitigate the dramatic increase in *frequency* of noise nor the increase in noise decibals. Barriers would only reduce noise by a small amount (per Appendix H-1: Mitigation), and would not address the dramatic increase in *frequency* of noise. Mitigation such as cut'n'cover or tunnel have not been addressed by the DEIS for Segment A, and should be studied as a viable means for mitigation, particularly in the area between West Lake Stn. and 21st St. Stn. A flyover would not mitigate *increased frequency* of noise. A flyover would introduce NEW as well as increased frequencies of noise carrying at an elevated level.

E4 O4

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Data supporting the above is as follows:

*Per Appendix H-1 as well as 4.8.2, Existing Conditions: "Existing rail operations in Segment 4 include approximately 3 freight pass-by events per day. TC&W locomotive pass-by events are less than 5 per day; therefore, are considered infrequent ...The build alternatives will more than double the amount of train pass-by events ..."

**Per chapter 4, page 91, Segment A: West Lake Station to Intermodal Station. "Under Build Alternatives LRT 1A and LRT 3A existing TC&W traffic on the Kenilworth Corridor would be relocated to the MN&S Spur. (Freight rail traffic on the Spur would be the existing traffic in the Kenilworth Corridor with no change in train activity, consist, etc." Calculation of existing TC&W traffic on the Kenilworth Corridor per 4.7.5 MN&S Freight Rail Relocation is as follows:

One freight train with 2-4 locomotives and 50 cars operating six days/wk (1 train x 6 days = 6/wk)

One freight 2-4 locomotives and 20 cars operating 3-4 days/wk (1 train x 4 days = 4/wk)

One ethanol train with 2 locomotives and 80 cars operating once every 2 wks (1 x .5 = .5/wk)

One coal train with 4 locomotives and 120 cars operating once every 2 wks (1 x .5 = .5/wk)

Note: the coal train only operates one direction, all others round trip.

TOTAL TC&W freight train pass-bys per wk = 21.5 (6 + 4 + .5) x 2/round trip plus .5 x 1 direction

Note: All above trains were considered in section 4.7.5 to operate during the day. The exception being one coal train operating once every 2 weeks which *could* operate either night or day.

***Calculation of operational assumptions of LRT per 4.7.3.4, Chapter 4, Environmental Effects, page 4-84:

198 trips during the day (198 x 7) (assumed) = 1386/wk****

16 trips/hr between 6-9 am and 3-6:30 pm (16 x 6.5 x 5) (assumed 'peak hrs' means 5 days/wk) = 520/wk****

60 trips during the night (60 x 7) = 420/wk****

TOTAL LRT Pass-bys per week = approximately 2326****

****Note: There is no mention in the DEIS information if these are 'one direction' trips or 'round trips' and should, therefore, be multiplied by 2 as per the calculation of the existing TC&W.

You will note in Chapter 4, pages 4-92, Segment A...Under Build Alternatives...the DEIS states, "Airborne-noise impacts associated with Segment A (with freight rail relocation) were calculated based on existing noise exposure (including existing TC&W freight rail traffic) and account for the 'decrease' in sound level which would occur due to the absence of freight pass-by events". Comment: The DEIS calculations represents an 'average' of the LRT noise impacts for a 24-hour period. In actuality, the LRT will introduce noise impacts in the 81-114 dBA range 'extremely frequently and nearly constant' throughout the daytime and nighttime in Segment A. Whereas the current TC&W noise impacts have been very infrequent during the daytime and nearly non-existent in the nighttime. In addition, the DEIS

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has not measured the noise level of the TC&W with the new continuous rails installed September/October 2012 in Segment A, particularly the portion between West Lake Stn. and 21st St. Stn.

4) Our fourth concern is regarding **mitigation for the (long-term) visual effects** of LRT for **Segment A** in particular the residential area between West Lake Stn. and 21st St. Stn. This section is *unique* to Segment 3, 4 and Hiawatha LRT given the close proximity of residential and high rise residential to the LRT as well as the close proximity of Cedar Lake, Cedar Lake Regional Trail/Kenilworth Trail, Park Sider Park, and the Xerxes Historic District multi-story residences to an *unobstructed visual* of LRT structure,

E4 N2

E2

catenary and poles.

Per Chapter 3, Social Effects, 3.6.6, Summary, page 3-125, the DEIS points out a situation *unique* to Segment A in the 3A alignment: "Further, LRT 3A (LPA) would have possibly substantial effects on the visual quality of one of its three segments, which includes sensitive receptors in the residential land uses adjacent to the segment (A) where the alignment is on a bridge".

3.6.3 Long-Term Effects, 3.6.3.3 Build Alternatives Segment 4, page 3-115: "Visual impacts may be substantial where the alignment is not screened by vegetation. *Visual intrusion and privacy impacts of the project elements* on the sensitive receptors may be *substantial where views from the alignment into previously private spaces are created*. *Visual intrusion and privacy impacts on the outdoor living areas of residential properties could be substantial* where vegetation or landscape buffers do not exist". "The proposed alignment is on a *bridge over Cedar Lake Parkway*. *Visual impacts* on sensitive receptors adjacent to the *corridor in the multi-family residential parcel and Cedar Lake Parkway could be substantial*. *Visual intrusion and privacy impacts* of the project elements on the *residents in units with windows facing the alignment* where it is bridged structure could be substantial". Comments: Given the narrow space of the rail corridor between West Lake Stn. and Cedar Lake Parkway, fencing and imature landscaping alone would not mitigate the visual intrusion and privacy impacts, and would be a 'seasonal' mitigation. A barrier alone would introduce a NEW visual impact where there were prior unobstructed views of parks and trees and sense of 'open space'. A barrier would only mitigate a portion of the visual intrusion of rail cars. A barrier would not mitigate the visual intrusion of poles and catenary. Mitigation such as cut'n'cover or tunnel have not been addressed by the DEIS for Segment A, and should be studied as a viable means for mitigation, particularly in the area between West Lake Stn. and 21st St. Stn. A flyover bridge over Cedar Lake Parkway would not mitigate visual intrusion and privacy impacts. A flyover Cedar Lake Parkway would introduce NEW visual intrusions. We support Cedar Lake Parkway crossing over transit. We do not support taking of any residential properties in Segment A between West Lake Stn. and 21st. St. Station. We agree, per 3.6.5.3, Mitigation: "Mitigation treatments for visual impacts would be developed...through discussion with affected communities, resource agencies, and stakeholders."

4) An additional **socioeconomic and environmental** concern is the **preservation of the Kenilworth Trail as a pedestrian and bicycle trail, and insuring that the trail receives proper mitigation**. Per the Minneapolis Park and Recreation Board Community Advisory Committee, "the Kenilworth Trail received 617,000 visits in 2009, and use has only gone up since then". Per 3.6.6, Summary, page 3-125: "LRT 3A (LPA) would have the second highest effects on visual quality in the project area because of *substantial impacts on sensitive receptors located on trails*, which are present in three (4, A, and FRR) of the alignment's segments."

Per the DEIS Appendix H - Land Use Plans, 2030 Regional Parks Policy Plan, page 7 of 750: "The Regional Parks Policy Plan lays out the goals for the expansion and management of the Twin Cities regional park system, and the strategies designed to meet those goals. Of particular note for Southwest Transitway is the policy on regional trails, new trails, or trail segments, that serve regional users are considered a significant priority for the regional parks system. The plan states that selection, development and operation of bicycle transportation arteries are covered as a component of the Council's transportation plan. Examples of existing regional trails that provide multiple benefits include...Southwest LRT Regional Trails, Cedar Lake Regional Trail, the Mississippi River Regional Trail..."

Per the Three Rivers Parks website, there are two regional bike paths passing by Cedar Lake...the North Cedar Lake Regional Trail and the Cedar Lake Regional Trail. Both go from downtown to Hopkins and connect with other trails in the city and Western suburbs. The Cedar Lake Regional Trail follows through the Kenilworth corridor (the Kenilworth Trail), crosses the rail tracks at Cedar Lake, and continues to Hopkins. The North Cedar Lake Regional Trail splits from the Cedar Lake Regional Trail near Bryn Mawr, and travels past the Northern tip of Cedar Lake then proceeds West to Hopkins. Per the DEIS the freight rail tracks in Kenilworth are owned by Hennepin County; however, the Cedar Lake Regional Trail and Kenilworth Trail are maintained by the Parkboard and receive Federal and local funding (Appendix H-1, page 47). The Cedar Lake Regional Trail and Kenilworth Trail are the major connective routes to the Grand Rounds, Southwest LRT Regional Trails, and the Mississippi River Regional Trail. Both are located adjacent to LRT Segment A, and need to be preserved as viable pedestrian and bicycle routes. Mitigation for noise, vibration, visual, and privacy impacts as well as safety measures (including safety measures for those pedestrians and bicyclists using the trails at night) should include discussion and coordination with affected communities, resource agencies, and stakeholders.

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E7 N2

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5) Our final concern is that of **mitigation during construction**, particularly the residential area in Segment A between West Lake Stn. and 21st Stn. This rail corridor is *unique* to Segment 3, 4, and Hiawatha LRT due to the narrow width and close proximity of residential, high-rise residential, Xerxes Historic District properties, and Cedar Lake/Beach to LRT. Suggest construction mitigation treatments for visual, noise, and vibration impacts be developed through discussion and coordination with affected communities, resource agencies, and stakeholders and per implementatin of BMP's. In addition, in Segment A north of West Lake Stn. there are multiply entries to Cedar Lake Regional Trail/Kenilworth Trail (which connect the area to the Grand Rounds, Southwest LRT Regional Trails, and the Mississippi River Regional Trail) and Park Siding Park. Mitigation measures need to insure continued and safe entry to these trails and parks during construction (both daytime and nighttime).

M1

In summary, the **OUTCOMES** we would like to see achieved, in particular Segment A between West Lake Stn. and 21st St., are: A) Mitigation that maintains the current ambient noise levels close to existing 59-60 dBA (Site #31) and that maintains the current ambience of 'natural sounds and recreational activities', quiet, and tranquility for the residential areas, bicycle/pedestrian trails, and parkland adjacent to LRT. B) Mitigation to drastically minimize the new and constant noise, vibration, visual, and privacy impacts that LRT will introduce to the current infrequent rail use corridor. This includes supporting MPRB's presentation of LRT going under Cedar Lake Pkwy. C) Mitigation that maintains the current 'unobstructed views' and 'sense of open space' for the residential areas, bicycle/pedestrian trails, and parkland adjacent to LRT.

Additionally, we agree with the Minneapolis Park and Rec Board (MPRB) DEIS response as follows: A) We do not support freight co-location. B) We support further study of Cedar Lake Parkway crossing over LRT. C) We support maintaining bike and pedestrian paths' 'park-like setting' and 'sense of open space'. D) We support bike and pedestrian paths free from obstructions and adequate buffer on each side of all trails so that park users are not subject to LRT noise levels that exceed standards set for category 1. E) We support bike and pedestrian trails remaining the same or better quality and width as current trails. E We support Minneapolis Chain of Lakes Regional Park and adjacent parkland remaining quiet, tranquil, and a natural setting.

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N2

We hope you take serious consideration of the facts and comments above, and look forward to your response.

Cheryl and Paul LaRue
CIDNA homeowners
LRT riders and bicyclists
contact info: mnrealtors@aol.com or 612-759-3011



"Gaines, Jason L"
<Jason.Gaines@allina.com>

12/17/2012 11:47 AM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc "'Jason Gaines' (gaines408@gmail.com)"
<gaines408@gmail.com>

bcc

Subject Southwest Corridor Opposition

The proposed SW light rail route, passing through Theodore Wirth Park, and other Minneapolis green space, should be reconsidered. If you can step back from this decision-making process, and carefully scrutinize the end goal of this project, a clarity exists that cannot be denied. If this project intends to alleviate the environmental impact caused by Minneapolis area commuters, please recognize the irony in permanently damaging the ecosystem of the city's most significant park to achieve this. I simply ask that economic considerations not be the primary variable considered for this decision. If we cannot afford to locate the light rail in an area where it makes the most sense, then the process should be delayed.

G2

Thank you.

Jason Gaines
1207 Washburn Ave. N.
Minneapolis, MN 55411
612.578.8635

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Molly Gaines
<mollygaines@yahoo.com>

12/17/2012 12:37 PM

Please respond to
 Molly Gaines
 <mollygaines@yahoo.com>

To "swcorridor@co.hennepin.mn.us"
 <swcorridor@co.hennepin.mn.us>

cc

bcc

Subject Opposition to lightrail through Theo Wirth

To Whom This May Concern:

I am writing to voice strong opposition to running the lightrail line down what is sure to be the cheapest, but the worst possible route for Golden Valley and, in particular, North Minneapolis.

First, this line all but circumvents the people of north Minneapolis who most need public transportation. This is a huge point. It is not within walking distance for these residents. It is not convenient, and it is a lightly populated area that is very residential. There is no chance for surrounding businesses in north Minneapolis to prosper as there are virtually none in the area. This decision would leave north Minneapolis, once again, disconnected from the rest of the city.

Secondly, it will destroy the peace and quiet of one of our city's most important outdoor areas: Wirth Park. It would be loud, with constant whistling, and scare away the area wildlife, as well as people who use the park. Wirth is prime -- if not already -- to become the city's top silent sports destinations. Hard to imagine how light rail would not completely destroy the beauty of this incredible area.

The choice of this route is simply bizarre. Other than financial, there are no good reasons for choosing a route that runs through our city's most precious park land, skirting around the areas that are most densely populated and most reliant on public transportation.

Sincerely,
 Molly Gaines
 1207 Washburn Ave. N.
 Minneapolis, MN 55411

G2



"Paul Krawczyk"
<paulk@amecinc.org>

12/17/2012 12:39 PM

To <swcorridor@co.hennepin.mn.us>

cc

bcc

Subject I oppose the route through Theo Wirth Park vs. other possible options for the route

Good Day,

As a north Minneapolis resident, avid Wirth Park user and public transit user, I am oppose the proposed light rail route, passing through Theodore Wirth Park. If this project intends to alleviate the environmental impact caused by Minneapolis area commuters, it seems less than well thought out to me to damage the ecosystem of the city's most significant park to achieve this goal. In addition to the impact on the park, the more obvious fact that public transit is designed and invested in to help move the masses, it seems avoiding North Minneapolis is unfortunate. North Minneapolis would be losing out on transportation and commerce associated with a project like this. In my opinion the research has been solely economically driven as opposed to what our city really needs to make a positive transportation impact. Running the transit through the park and avoiding the north residences is a waste of money to the tax payers and avoids the majority of the potential users.

N1

Paul Krawczyk
1223 Washburn ave N
Minneapolis MN. 55411
612-929-7758 Phone

Information from ESET NOD32 Antivirus, version of virus signature database 7809
(20121217)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>



<Cindy.Marsh@pdinh.com>

12/17/2012 03:24 PM

To <swcorridor@co.hennepin.mn.us>

cc

bcc

Subject Southwest LRT DEIS

Dear Sir/Madam,

As a resident of the Kenwood neighborhood, my husband and I attended every meeting about Southwest LRT in our community; I do not feel our concerns were heard. We now have several concerns about the DEIS. Overall, **we support the response from the Kenwood Isles Area Association (KIAA)**. We live along the Kenilworth bike trail/existing railroad tracks.

Specifically, the following are our concerns:

Noise: Ours is a beautiful and very quiet neighborhood. I do not feel the noise mitigation proposed is adequate; we deserve the best mitigation possible. (chapter 4, page 4 – 84).

Vibration: We insist that detailed vibration assessments be done as early as possible to determine adequate mitigation measures (chapter 4, page 4 -118).

Relocation of Freight Rail: If the light rail is to go through the Kenilworth Corridor, the DEIS supports moving the freight trains that use the corridor now. We also support freight rail relocation. Co-location would mean the destruction of 60 homes, the taking of parkland, the elimination of trails and other adverse impacts.

Station at 21st Street: We need a study of traffic impacts and problems should be addressed to neighborhood satisfaction (chapter 2 page 2 -32).

Park and Ride: The DEIS projects a surface parking lot for 100 cars at 21st Street. Consistent with City of Minneapolis policy and KIAA, we oppose this park and ride (chapter 2, page 2 -32). This is not needed and will significantly deteriorate our neighborhood.

Bridge over Cedar Lake Parkway: The DEIS proposes a large cement bridge over Cedar Lake Parkway where the Kenilworth Trail crosses it. We think a bridge like this would be ugly , noisy and totally inappropriate for the area KIAA is requesting a feasibility study of trenching or tunneling the LRT at this intersection (chapter 3, page 3 – 115).

Preservation of Cedar Lake Park and the Kenilworth Trail. These are highly used, vibrant and valuable regional assets. We oppose land use changes beyond what is necessary for the LRT; existing park, trail and open green space should be preserved to the greatest extent possible (chapter 3, page 3 – 34).

Thank you for your consideration.

Sincerely,

Cynthia E. Marsh, PH.D.

O1, E4
O5, E4
O6

D

I2

I1

E8

E2

Wendell Vandersluis

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CIDNA Neighborhood
<info@cidna.org>

12/17/2012 03:31 PM

To swcorridor@co.hennepin.mn.us

cc Art Higinbotham <ahiginbotham@msn.com>, Edward
 Ferlauto <slfelicity@aol.com>, Craig Westgate
 <cwreg@msn.com>

bcc

Subject Southwest Transitway DEIS response

Attached please find the response to the Southwest Transitway DEIS from a joint neighborhood task force representing three of the most heavily impacted Minneapolis neighborhoods (West Calhoun, Cedar-Isles-Dean and Kenwood) along the "Locally Preferred Alternative" 3A route of the proposed transitway, as well as the citizen-run Cedar Lake Park Association.

Thank you,

Monica Smith
 Coordinator
 CIDNA
 612-821-0131
 info@cidna.org

Southwest Transitway Draft Environmental Impact Statement Comments

Submitted by the joint neighborhood task force:

Sponsor- Cedar Isles Dean Neighborhood Association (CIDNA)

West Calhoun Neighborhood Council (WCNC)

Kenwood Isles Area Association (KIAA)

Cedar Lake Park Association (CLPA)

Calhoun Isles Condominium Association (CICA)

Cedar Lake Shores Townhome Association (CLSTA)

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Volunteers Who Reviewed the DEIS

Ed Ferlauto, Leader	CIDNA
Norma Adams	CICA
Ed Bell	CIDNA
Kathy Cobb	WCNC
Jeanette Colby	KIAA
John Erickson	CLSTA
Meg Forney	WCNC
Ryan Fox	CIDNA
Stephen Goltry	CIDNA
Nancy Green	CICA
Rosanne Halloran	CIDNA
Art Higinbotham	CIDNA
Cheryl LaRue	CLSTA
Richard Logan	WCNC
Keith Prussing	CLPA
David Shirley	CIDNA
John Shorrock	CICA
Craig Westgate	CIDNA

Abbreviations

CIDNA	Cedar Isles Dean Neighborhood Association
CICA	Calhoun Isles Condominium Association
CLPA	Cedar Lake Park Association
CLSTA	Cedar Lake Shores Townhome Association
KIAA	Kenwood Isles Area Association
WCNC	West Calhoun Neighborhood Council

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Introduction

The joint neighborhood task force represents the residents and homeowners of the three most heavily impacted Minneapolis neighborhoods along the “Locally Preferred Alternative” 3A route of the proposed Southwest Transitway, as well as the citizen-run Cedar Lake Park Association.

We speak on behalf of the Kenilworth Corridor where vibrant bicycle and pedestrian trails pass by wooded lakes and quiet residential areas and continue on to access lively business and recreational districts. Fast, frequent rail transit in the Kenilworth Corridor will bring change to this much-loved place, and we call on Southwest Transitway designers and engineers to keep the change from degrading our area. We ask them to plan to protect and enhance our area’s vital natural and recreational resources, our existing housing stock (much of which is “smart development”), and our local businesses services.

E2

Our primary concerns relate to noise, aesthetics, traffic, safety, and wildlife impacts. These impacts come together particularly around the following issues:

1) Freight Rail Relocation

The joint neighborhood task force welcomes the DEIS finding that freight trains currently using the Kenilworth Corridor should be relocated to accommodate light rail. Freight and light rail are not compatible in this area.

D

2) Southwest Transitway Intersection with Cedar Lake Parkway

In addition to being part of the Minneapolis Park and Recreation Board’s (MPRB) Historic Grand Rounds, Cedar Lake Parkway is one of only two roads that allow east-west travel for motorized vehicles between much of the Cedar Lake and Lake of the Isles areas and points west.

The DEIS proposes a bridge over the Parkway to address the problems that would be caused by frequent LRT crossings. Such a bridge, however, would create enormous vibrations, noise, and visual impacts for area residents and park and trail users, only some of which the DEIS documents. Townhomes and condominiums abut the narrowest part of the Kenilworth Corridor where the increased noise would greatly affect the residents’ quality of life. A massive elevated structure with catenary poles and wires simply does not fit with the area’s look and feel; it would violate the Minneapolis Shoreline Overlay District zoning code and damage our neighborhoods and parks. (See Appendix 1 for photos and architect’s renderings.)

E8 O1

E8 N2

While we agree that grade separation at Cedar Lake Parkway is essential to solving some of the problems caused by the introduction of light rail, an aerial overpass would create even more

problems. In November 2012, the MPRB conducted an initial examination into the feasibility of creating a tunnel or underpass for the LRT. We strongly support this approach and urge the Met Council to work closely with the MPRB through Preliminary Engineering to address this intersection. A tunnel or underpass at Cedar Lake Parkway would best meet the needs of our neighborhoods and the goals of the Southwest Transitway project.

E8

3) Station Areas

The two proposed station areas of greatest concern in our area are the West Lake Station and the 21st Street Station. These station areas share a number of concerns, though they manifest differently since the first is in a heavily populated housing and commercial district and the second is in a low-density residential area next to a park. The DEIS documents some impacts, but is silent on others of critical importance.

I2

The DEIS describes some of the noise and visual impacts that will occur at LRT stations; these are especially great at 21st Street where very low ambient noise level and wooded surroundings are found. These impacts must be mitigated to the satisfaction of the community. Refer to Appendix 2 - ESI Engineering Report.

E4 O1

LRT stations will also bring increased traffic, parking demands, and public safety pressures. Without proper planning, this will create problems for the quiet residential area around 21st Street and could be a calamity for the already saturated West Lake area. We urge the Metropolitan Council to work cooperatively with the City of Minneapolis, the MPRB, and adjacent neighborhood associations to undertake a comprehensive circulation study that includes emergency vehicle, automobile, bicycle, and pedestrian needs in the proposed West Lake Station vicinity.

L1

P4,
P9
R2
R3

4) Parks and trails

Without excellent design, the heavily used trails and parks adjacent to the proposed Southwest Transitway will be seriously impacted by noise, visual impacts, and light pollution, especially near station areas. The DEIS does not document all the impacts, and the joint neighborhood task force insists that the quality of park and trail space be protected to the greatest extent possible during construction and operation of the LRT. This includes preserving or enhancing wildlife habitat, including at such locations as Cedar Lake Park and Park Siding where mature trees and shrubs provide shelter for migrating birds.

E2

N1
N2
N8

Thank you for the opportunity to comment on the Southwest Transitway Draft Environmental Impact Statement. We look forward to a continuing relationship with the Metropolitan Council as the Southwest Transitway project advances.

Chapter 2 Alternatives Considered and Chapter 11 Evaluation of Alternatives

The DEIS considered the co-location alternative as indicated in Chapter 2, Section 2.1 Alternatives Considered and is described in detail on pg. 2-41 LRT 3A-1 (Co-location Alternative). It is concluded in the final paragraph of Chapter 11, pg. 11-11, 11.2.5 Evaluation of Alternatives that this alternative does not meet the project's purpose and need and is not a practicable alternative. It is not recommended as the environmentally preferred alternative.

The joint neighborhood task force agrees with this conclusion and offer our reasons to reject the 3A-1 Co-location Alternative. The Segment A in the 3A-1 Co-location Alternative between the West Lake Street Bridge and Cedar Lake Parkway is undesirable because of a number of factors. First, it currently has potential noise problems attributable to wheel squeal (114 db) and bell noise approaching the West Lake Station (90 db) and approaching the narrowest portion of the Kenilworth Trail. This condition would be exacerbated with the introduction of freight trains (estimated 4 to 8 per day) and LRT (on a high frequency schedule) and is not tolerable to the many residential dwellings in close proximity to the Kenilworth Trail.

D

O1 E4

In addition, reference is made to the R.L. Banks & Associates report of December 2010, which cited that there is insufficient space within the existing right of way (ROW) to accommodate both freight and LRT at grade level. In consideration of seven different scenarios reviewed in that document, one option would require acquisition of between 33 and 57 housing units and disruption of an entire townhouse community. Another option considered re-routing the Kenilworth Trail outside the Kenilworth Corridor, which eliminates a link in the commuter bicycle trail and would require the acquisition of up to 117 housing units.

It is evident from these reviews that the conclusion recorded in 11.2.5 that the 3A-1 Co-location is rejected is proper and is supported by the joint neighborhood task force.

D

Furthermore, the following analysis of Chapters 3, 4, and 5 of the DEIS supports freight rail relocation:

Section 3.1.3 Land Use Plans contains a Table 3.1.2 listing Hennepin County plans, including an HCRRRA Staff report on Freight Rail Relocation, August 2011, which "concludes that the most viable and therefore preferred route for freight rail is the MN&S line in St. Louis Park and that the preferred location of LRT is in the Kenilworth Corridor along with the Kenilworth Bike Trail without freight rail." Co-location is the least desirable of the two freight rail options considered for Segment A for reasons enumerated in the rest of this commentary. Table 3.1-3 lists the co-location option as incompatible with Hennepin County Transportation Systems plans. However,

the Metropolitan Council should re-open the study of other freight rail alternatives, as neither relocation nor co-location has acceptable social, environmental, or economic effects for the Southwest Transitway proposal.

G2

Section 3.2.2.6 Community and Neighborhood Cohesion states on pg. 58 that "with the co-location alternative, the largest disruption in community cohesion would be the acquisition of 60 housing units." These are mostly in the Cedar Lake Shores Townhome Association, but also include residences to the northeast of Cedar Lake Shores Townhome Association up to the Burnham Boulevard bridge and a multi-story apartment building on Sunset Boulevard at Cedar Lake Parkway. As stated in Table 3.2-2, "The presence of freight rail in...Segment A may limit land use change to TOD [Transit Oriented Development]. The acquisition of 57 multi-family housing units for placement of the freight rail line near the West Lake Street Station will diminish TOD potential for the West Lake Street Station area and is inconsistent with local and regional plans which promote TOD including multi-family residential in proximity to LRT stations." In addition, these additions will reduce the property tax base for the City Of Minneapolis and reduce its tax revenue by over \$400,000 per year.

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M3

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I2

Section 3.3.3 Long-Term Effects shows the property acquisitions required (Table 3.3-1). Co-location will require acquisition of 72 commercial/industrial, 67 residential and 3 government properties, while freight relocation will require acquisition of 79 commercial/industrial, 11 residential and no government properties. These properties and their value have not been defined, but the impact of acquisition will be clearly more costly for co-location.

D

Section 3.5.4 Temporary and Long-Term Impacts compares the potential park and conservation area impacts (Table 3.5-4). Co-location will take 1.12 acres of land compared to 0.23 acres for freight re-location, which means that there will be a more significant reduction of potential and existing parkland along the Kenilworth Corridor. "Mature vegetation buffers the corridor for the length of the segment (A), screening views to/from residential areas and parklands," per Section 3.6.2.4. This provides a habitat for migratory birds and other wildlife.

E2

Section 3.6.6 shows an example of a bridge type for a proposed overpass for the LRT at Cedar Lake Parkway. The DEIS does not describe the configuration of this intersection if freight rail and the LRT are co-located on the Kenilworth Corridor, along with bike and pedestrian trails. Not only is such a bridge in violation of the Minneapolis City Ordinance Shoreline Overlay District, for this bridge will rise 46 feet above grade including train and catenary, whereas the ordinance restrict such heights to 35 feet, but the increased width of the intersection for co-location has not been addressed in the DEIS report. The report also does not address the increased width for multiple bridges over the Cedar/Isles Channel for the co-location alternative.

E8

Section 3.7.1 Legal and Regulatory Review states that "a distance of 50 feet has been used to assess the proximity of habitable, or dwelling, structures to the centerline of the tracks," based on other rail studies. For co-location, the closest of the freight rail or the LRT track centerline to the Calhoun Isles Condominium grain elevator tower, where the corridor is now only 62 feet wide, would only make 12 feet of the existing corridor available for tracks, assuming the acquisition and demolition of the Cedar Lake Shores Townhomes. This same safety consideration would apply to Park Siding Park, where children at play will be within 50 feet of the tracks.

E9

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Other safety considerations are covered in Section 3.7.3, including derailments. Since there is no cap on how many trains TC&W railroad can route on the corridor; a derailment of ethanol and other toxic or flammable chemicals cars when LRT trains are running side-by-side on co-located freight and LRT tracks becomes ever more hazardous to the neighboring community as well as to passengers on the LRT. The increase in the use of biofuels mandated by the federal government is likely to add to ethanol car traffic on the corridor and increase the risk of fatalities, fires, spills, and safety of adjacent neighborhoods.

E9

R1

The DEIS fails to analyze the effect of co-location on station design and costs, station safety, or station access at Wooddale, Belt Line, West Lake, W. 21st., or Penn Avenue. This needs to be addressed before a Met Council decision on relocation vs. co-location is made.

I2

Section 4.3.2.4 Migratory Birds. This section states that the Minnesota Ornithologists Union's checklist for Hennepin County contains 353 species. Many of these species are evident seasonally along the Kenilworth Corridor, and would be more heavily affected by co-location of freight rail and the LRT than with relocation of freight. The Hennepin County Park list published by the United States Geological Survey of United States Bird Checklists contains 280 bird species observed within the Park Reserve since 1968. The habitat codes shown for designation "S" (shrubs, small trees-fencerows, forest edges, overgrown fields) during the spring season show 16 species that are abundant or common in all the Hennepin County Parks. These species exist within the Chain of Lakes corridor and constitute a rich natural entity that merits preservation in this environment.

N8

Section 4.6 Air Quality. This section fails to deal with the increase in air toxics that will result from increased traffic congestion in and around the West Lake Station, where traffic is already at saturation with 39,500 vehicles daily on the W. Lake St./Excelsior Boulevard corridor. Increased vehicle traffic to the West Lake Station from Uptown, Linden Hills, and Edina, and increased vehicle idling will add to air pollution around the station.

N9

Section 4.7 Noise. This section does not deal with the simultaneous passage of freight and LRT trains for the co-location alternative. Sound exposure due to adding light rail vehicle warning

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O11

horns (99dBA) and light rail vehicle curve squeal (114dBA) needs to be estimated for simultaneous passage.

Section 4.8 Vibration. The cumulative vibrational impacts for the simultaneous passage of freight trains and the LRT under the co-location alternative has not been assessed and needs to be.

E4

O1,
O5

Chapter 5 Economic Effects cites the total cost comparison of Routes 3A (with relocated freight) and 3A (with co-located freight and LRT); the first alternative will have capital costs of \$1.295 billion vs. \$1.289 billion for the co-location alternative, a minimal \$6 million difference.

D

Chapter 3 Social Effects

Page 3-16

3.1.2.4 Segment A [LRT 1A, LRT 3A (LPA), and LRT 3A-1 (co-location alternative)]

In addition to the specified zoning districts for individual parcels or areas, Minneapolis has adopted several overlay zoning districts in which Segment A would be located. Northwest of Lake Calhoun and between Cedar Lake and Lake of the Isles the city has established the Shoreland Overlay District that specifies development guidelines within a half-mile radius around each of these lakes. Although the ordinance does not prohibit transportation uses or facilities, it does specify guidelines for controlling both point source and non-point source pollutant discharge within the Shoreland Overlay District.

Comment: *Excelsior Blvd/West Lake Street/Dean Parkway/West Calhoun Parkway is the highest traveled highway corridor in Hennepin County with counts of 39,500 cars. Run-off would potentially increase in this vicinity. Further in-depth environmental analysis is required for projected future use of this confluence within the half-mile radius of the West Lake Station.*

E3

N6

Page 3-17

3.1.2.5

In addition to the general zoning districts established adjacent to Segment C-1, zoning overlay districts have been established for specified regions. East of the West Lake Station, an alignment following Segment C-1 would cross through a Pedestrian Overlay District (PO) established by the City of Minneapolis for the Uptown region.

Comment: *A Pedestrian Overlay District is needed to connect station users to the Historic Grand Rounds at Lake Calhoun to promote street level activity by creating a pleasant and unique pedestrian environment.*

P9

Page 3-20

3.1.3 Land Use Plans

Table 3.1-2 Summary of Local and Regional Comprehensive Plans and Studies

Plans and Studies	Available at Project Website	Date adopted	Summary
METROPOLITAN COUNCIL			
Metropolitan Council 2030 Regional Development Framework	http://www.metrocouncil.org/planning/framework/documents.htm	2004 2006 2012	Addresses regional growth in transportation, housing, and employment. Identifies Southwest Transitway as LPA.

Comment: *The joint neighborhood task force feels strongly that Southwest Transitway plans need to work in harmony with the Regional Development Framework and other local planning documents. For example, see excerpt below from Appendix H-1 (pg. 7), which cites Land Use Plans, The Metropolitan Council Plans and Studies, 2030 Regional Development Framework (RDF) adopted in 2004:*

M1

Appendix H-1, Page 7

The RDF addresses four primary policies:

1. Working with local communities to accommodate growth in a flexible, connected, and efficient manner;
2. Planning and investing in multi-modal transportation choices, based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.
3. Encouraging expanded choices in housing location and types, and improved access to jobs and opportunities; and
4. Working with local and regional partners to reclaim, conserve, protect, and enhance the region's vital natural resources."

Page 3-33

3.1.5.1 Effects to Land Use and Socioeconomics

Accessibility is an important consideration when making development decisions for various types of land use, including residential, office and retail commercial, health and community services, and recreation facilities. Improved accessibility will help the study area become more attractive to business and residential development opportunities, especially when linking major employment centers with rapid transit.

Comment: *Due to existing parking saturation in the West Lake Station area, we expect that parking will be mitigated in order to accommodate the addition of projected transit riders who will drive to the station in order to board the LRT.*

I2 E10

P10

People on foot must have ready and safe circulation in and around Calhoun Village, Calhoun Commons, Market Plaza, and the West Lake Station.

Page 3-34

Segment A

In Minneapolis, land use changes are anticipated along each of the planning segments. Residential land uses surrounding the Segment A alignment are mainly low- to medium-density, single-family detached housing near Cedar Lake and Lake of the Isles. [...] Implementation of LRT service and stations along the Segment A alignment would likely result in some land use changes surrounding the stations, particularly north of the lakes where tracts of undeveloped land are being considered for development.

Comment: *While we support consideration of redevelopment within the Basset Creek Valley area, the respondents express concern that existing park, trail, and open green space in the Kenilworth Corridor between Lake Street and I-394 be preserved to the greatest extent possible. The existing land use represents an important neighborhood, city, and regional amenity. The City of Minneapolis' Resolution 2010R-008 by Minneapolis City Council Member, Sandy Colvin*

E2 N1

Roy, titled “Supporting the Southwest Transitway Locally Preferred Alternative” reflects this priority:

“Be It Further Resolved that the current environmental quality, natural conditions, wildlife, urban forest, and the walking and biking paths be preserved and protected during construction and operation of the proposed Southwest LRT line.

E2

N1

N8

Be It Further Resolved that any negative impacts to the parks and park-like surrounding areas resulting from the Southwest LRT line are minimized and that access to Cedar Lake Park, Cedar Lake Regional Trail, Kenilworth Trail and the Midtown Greenway is retained.”

Zoning in the area should remain R1 and R2, with the exception of the R4 and R5 areas south of Cedar Lake Parkway, and Shoreland Overlay District restrictions should be respected.

M1

Page 3-38

3.1.7 Mitigation

Short-term construction effects can be mitigated by using standard construction best management practices (BMPs) such as the use of construction staging, dust and erosion control, proper mufflers on equipment, restricted construction times, optimum traffic re-routing measures, minimization of lane, sidewalk, or trail closures during construction, and maintenance and timely removal of temporary traffic control devices. Although specific plans for maintaining access and construction BMPs are not yet established, it is expected that a BMP construction plan will be developed prior to construction. This plan will specify construction staging and treatments to minimize impacts. The BMPs could include working with residents and merchants to provide alternative access to their neighborhoods, properties, and businesses, providing advance notice of construction plans and phasing, maintaining access to bus stops and school routes, and alerting the public to road, sidewalk, and trail closures and detour routes. [...] Businesses and residences may experience difficulties with accessibility at certain times of day during the construction of the project, and minor detours for through traffic might be required. In general, these effects will not change the land use of the area during construction, but may affect the number of people using area businesses directly affected by access or construction traffic issues.

Comment: *Due to the particularly challenging proposed location of the West Lake Station, mitigation during construction to the business area and adjacent residential properties is needed.*

I2

P5

Pages 3-49

3.2.2.1 Neighborhoods

Minneapolis

Each Build Alternative would operate through several geographically defined neighborhoods in the City of Minneapolis.

Comment: *While the proposed LRT 3A (LPA) route would travel through the defined boundaries of nine Minneapolis neighborhoods, it will have the greatest impact on Kenwood, CIDNA, and*

West Calhoun due to the geography and existing land use of the area. The Kenilworth Trail and Cedar Lake Park – vital local and regional amenities – are both part of the Kenwood neighborhood, with the Kenilworth Trail continuing through CIDNA and West Calhoun.

M3 E1
N1

Page 3-52

West Calhoun: The West Calhoun neighborhood sits between Minneapolis' border with St. Louis Park and Lake Calhoun. The neighborhood is principally residential, although the commercial region of West Lake Street has developed into a thriving shopping area. The Grand Rounds Scenic Byway, encircling Lake Calhoun, is a heavily used parkway road system that includes the off-street trails of a portion of the Minneapolis Chain of Lakes Regional Park. In addition to Lake Calhoun and the interim use trails and park space, the neighborhood is also home to the Bakken Museum and the Minikahda Club golf course.

Comment: *The Calhoun Commons business area is newly developed. There is concern about curb cut onto Market Plaza, which slows traffic flow. Increased traffic at the West Lake Station could exacerbate the situation. A traffic study in this area is required.*

E10 P4
I2

In building Calhoun Commons, the street was vacated and is now private parking. In-depth study of access routes to the station is needed, including the feasibility of reopening the vacated street.

The Fire Station at Market Plaza will be impacted by its proximity to the West Lake Station. We request a Fire Department analysis of accessibility at Market Plaza.

E9 P4
R3

The West Lake Station will serve as the gateway to the City of Minneapolis and the Grand Rounds and the Chain of Lakes. User counts on the Chain of Lakes are the second highest in the state of Minnesota; the count is 1.3 million at Lake Calhoun. Further in-depth analysis of traffic flow and linkages to and from these two assets and the station is required. Safety and connections should be enhanced. Most recent data shows the daily traffic count on Lake Street to be 39,500 cars.

P4 I2
R2

Page 3-58

3.2.2.6 Neighborhoods and Community Cohesion

Segment A [LRT1A and LRT 3A (LPA)] and Freight Rail Relocation

However, the operation of LRT service along Segment A is not anticipated to adversely affect community cohesion because Segment A is currently bisected by a freight rail line and adding LRT service does not alter the existing barrier. [...] The operation of LRT service along Segment A is not anticipated to adversely affect community cohesion.

Comment: *The infrequency and slow speeds of the current freight trains means tracks are easily crossed, as evidenced by the many informal pathways across the tracks that provide access from residences to parks, trails, and retail stores. LRT, on the other hand, would run every 7.5 minutes in each direction at high speeds. This change clearly alters the existing linkages within and among neighborhoods. Also, the Kenilworth Trail now functions as a community connector where neighbors meet in a recreational context. So while the joint neighborhood task force*

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M3

agrees that new transit services and linkages would become available to neighborhood residents, we disagree that there would be no impact on community cohesion. We urge Southwest Transitway designers to consider a full range of measures, in consultation with the community, to mitigate this impact.

E1

At the West Lake Station, there is high-density residential housing adjacent to the proposed line. Casual walking connections need attention to safety measurements for pedestrians on either side of the tracks and enhanced connections to new or existing service, activity centers, or social amenities (parks and open spaces) in the study area. Barriers should not impede safe pedestrian circulation.

R2

M3

Page 3-64

3.2.2.8 Community Facilities and Resources: Places of Worship, Schools, and Public Housing

Summary of Potential Impacts to Community Facilities by Build Alternative

The study area contains several community facilities and neighborhood amenities that provide public services (see Summary Table of Potential Impacts). These facilities include law enforcement, fire stations, public health, education, recreation, libraries, post offices, community facilities, and religious institutions. Implementation of any of the Build Alternatives considered would improve access to community facilities and resources, places of worship, schools, and public housing in the study area.

Comment: We request more information about the access to the Fire Station at Market Plaza. Further in-depth analysis is required to evaluate the impact of West Lake Station on the response time to emergencies. In addition, the effects of increased traffic on Excelsior at the Fire Station ambulance entrance needs to be studied.

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Page 3-66

3.2.5 Summary

Table 3.2-2. Summary of Neighborhood, Community Services, and Community Cohesion Impacts by Build Alternative

Environmental Metric	Build Alternative				
	LRT 1A	LRT 3A (LPA)	LRT 3A-1 (Co-location)	LRT 3C-1 (Nicollet Mall)	LRT 3C-2 (11th/12th Street)
Connections or movement between land uses maintained	Yes	Yes	Yes	Yes	Yes
Neighborhood character maintained	Yes: Segment 4 follows HCRRA ROW. No: Segment 1 High intensity, high density station areas and park-and-ride lots in residential areas of Segment 1 could change character.	Yes: Segment 3 is mostly commercial and industrial. Yes: Segment 4 follows HCRRA ROW. No: Segment A May have aesthetic and traffic impacts in historic areas.	Yes: Segment 3 is mostly commercial and industrial. Yes: Segment 4 follows HCRRA ROW. No: Segment A May have aesthetic and traffic impacts in historic areas.	Yes: Segment 3 is mostly commercial and industrial. Yes: Segment 4 follows HCRRA ROW. Yes: Segment C: High density land uses are compatible along this segment.	Yes: Segment 3 is mostly commercial and industrial. Yes: Segment 4 follows HCRRA ROW. Yes: Segment C: High density land uses are compatible along this segment.

Comment: Mitigation for the aesthetic and traffic impacts in the historic area is needed.

In Table 3.2.2., we disagree with the conclusions of both environmental metrics as they affect Segment A. The table asserts that connections or movement between land uses will be maintained. The table also indicates that neighborhood character will be maintained, with the exception of some aesthetic and traffic impacts to historic areas. It strains belief that such unremarkable outcomes are possible when two tracks of LRT will travel through this corridor at, roughly, 7.5 minute intervals, permanently severing communities on either side of the corridor. This is not the case today, as the freight trains are few and infrequent.

E1 N2

Not only will the neighborhood character be impacted by sheer number and frequency of trains, but Segment A should also be given extremely high consideration for mitigation of noise. The section of LRT between West Lake Station and 21st Street Station has 87.5% of the total properties severely impacted by noise on the entire LRT line.

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These are but two of the destructive impacts to this residential area that leads the joint neighborhood task force to suggest tunneling as the only means of mitigation in Segment A.

E0

Page 3-70

3.3.3.3 Build Alternatives

LRT 1A has would require the least number of parcels of all of the Build Alternatives. LRT 3A would require almost twice the number of parcels LRT 1A. LRT 3A-1 (co-location alternative) would require almost three times the number of parcels as LRT 1A.

Comment: The joint neighborhood task force requests that the 79 individual commercial and 11 residential properties proposed for acquisition be identified. The joint neighborhood task force opposes the taking of Cedar Shores Townhomes and other Minneapolis residences for the co-location alternative.

M4

E10

Page 3-79

3.4.5.3 Build Alternatives

Segment 4 [LRT 1A, LRT 3A (LPA), LRT 3A-1 (Co-location), LRT 3C-1(Nicollet Mall), and LRT 3C-2 (11th/12th Street)]

Other potential effects to historic properties in Segment 4 relate to station area development in the Hopkins, Wooddale, and West Lake Station areas, access issues, and potential vibration issues.

[...]

Segment A [LRT 1A, LRT 3A (LPA), and LRT 3A-1 (Co-location)]

Architectural properties in Segment A which are listed in or eligible for the National Register include seven individual properties and five historic districts. The segment also includes three individual architectural properties and one historic district which are under evaluation for eligibility. [...]

Potential long-term effects may occur at the following properties:

- Cedar Lake Parkway, Grand Rounds (potential effects of the changes to the intersection of the LRT corridor with the historic parkway, including the LRT overpass bridge, and, under the co-location alternative, the effects of widening the trail/rail corridor; these changes may affect the parkway itself and may alter its setting)

- Kenilworth Lagoon/ Channel, Grand Rounds (potential effects of the construction of new bridge structures within the historic district; the design and footprint of these structures may affect the banks of the historic channel and may affect the district's overall feeling and setting)

Other potential effects to historic properties in Segment A relate to station area development in the West Lake, 21st Street, Penn, and Van White Station areas, traffic issues and potential noise and vibration issues.

Comment: *Kenwood Isles Area Association looks to participating as a consulting party to the Section 106 Review process. We urge Southwest Transitway designers and engineers to adopt the highest design standards to protect our local, regional, and national cultural assets including, but not limited to, Cedar Lake Parkway and the Historic Grand Rounds. We expect that these critical urban resources will be honored and preserved for future generations.*

S4

Page 3-85

3.5.3 Existing Conditions

Public parks, conservation areas, and recreation areas are owned and maintained by the municipalities in which they are located. In the City of Minneapolis, these properties are owned and maintained by the independent Minneapolis Park and Recreation Board.

and

Pages 3-91 and 3-92

Section of Table 3.5-1. Public Parks, Recreation Areas, and Conservation areas within the Study Area by Segment

Park Name	Jurisdiction or Ownership	Segment	Park Resources
Lake of the Isles segment of the Minneapolis Chain of Lakes Regional Park	Minneapolis Park and Recreation Board	A and C	Lake with 2.86 miles of shoreline, bike path, display fountain, fishing dock, hockey rink, ice rink, , soccer field, walking path, wells, off-leash recreation area
Kenwood Parkway	Minneapolis Park and Recreation Board	A	Parkway, open space
Bryn Mawr Park	Minneapolis Park and Recreation Board	A	50.84-acre park; 2 baseball fields, biking path, 2 broomball rinks, cricket field, ice rink, 10-table picnic area, restroom facilities, soccer field, 11 softball fields, sports facility, tennis court, tot lot/playground, wading pool, and walking path
Dean Parkway segment of the Minneapolis Chain of Lakes Regional Park	Minneapolis Park and Recreation Board	C	Parkway with 17.5 acres of parkland, 0.6 mile of bicycle and walking paths
Lake Calhoun Parkway segment of the Minneapolis Chain of Lakes Regional Park	Minneapolis Park and Recreation Board	C	Parkway; scenic drive that circles Lake Calhoun; beach, boat dock, eatery/concessions, fishing dock, picnic area, restroom facilities, soccer field, walking path
Lake Calhoun segment of the Minneapolis Chain of Lakes Regional Park	Minneapolis Park and Recreation Board	C	3.2-mile bike/skate path, 3.1-mile walking path, three supervised beaches, archery, boat dock, eatery/concessions, fishing dock, parkway, picnic area, restroom facilities, soccer field, softball field, volleyball court, wells

Comment: Note these are all a part of the Historic Grand Rounds National Scenic Byway. These elements of the Historic Grand Rounds need to be taken into consideration when designing the Southwest Transitway and related adverse impacts.

E2

Pages 3-94 and 3-95

Segment A [LRT 1A and, LRT 3A (LPA)]

Temporary direct impacts

The conceptual engineering completed for the project identifies approximately 0.016 acre of potential temporary impact to land from Park Siding for grading associated with future trail reconstruction. However, this is not directly associated with the project, as HCRRA would not conduct the grading unless requested to do so by the Minneapolis Park and Recreation Board (MPRB) to allow the reconstruction of the interim use trail. Completion of the trail would be conducted by MPRB or others. Should MPRB choose not to accept HCRRA's offer of grading for trail reconstruction, there would be no impact to Park Siding.

Comment: The joint neighborhood task force expects bicycling and pedestrian trails to remain open during construction to the largest degree possible.

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Page 3-104

3.6.2.4 Segment A [LRT 1A, LRT 3A (LPA), and LRT 3A-1 (co-location alternative)]

Segment A is located on existing rail ROW owned by HCRRA that is currently used as a pedestrian and bike trail and parallels existing freight lines (Photo 3.6-4). The corridor travels through the Cedar-Isles-Dean and Kenwood neighborhoods, the Minnesota Chain of Lakes Regional Park, and travels between a pair of lakes (Cedar Lake and Lake of the Isles) in Minneapolis. Land uses adjacent to the segment between West Lake Street and I-394 include transportation uses for freight, parkland, and single- and multi-family residential land uses.

Comment: Please note the heavy use of bicycle and pedestrian trails along the Kenilworth Corridor. According to information provided to the Minneapolis Park and Recreation Board's Community Advisory Committee, the Kenilworth Trail received 617,000 visits in 2009 and use has only grown since then. The Regional Park Visitor Survey 2008 indicates that 63% of these visits were non-local, meaning that more than six out of ten users came from outside Minneapolis.

E2

P8

Page 3-104

3.6.2.4 Segment A [LRT 1A, LRT 3A (LPA), and LRT 3A-1 (co-location alternative)]

[...]

Mature vegetation buffers the corridor for the length of the segment, screening views to/from residential areas and parklands. Mature vegetation exists between the parkland north of I-394 and the segment. The majority of the vegetation located along the segment is deciduous, so screening is diminished during seasonal leaf-off conditions. Freight trains of varying lengths travel in the corridor during the daytime and at night.

Comment: Current freight trains are infrequent and very rarely run at night.

E4

Page 3-115

3.6.3.3 Build Alternatives

Segment 4 [LRT 3A-1 (Co-location alternative)]

[...] Visual impacts on sensitive receptors located in the multi-family residential development areas on both sides of the corridor as it approaches the West Lake Station would generally not be substantial because of mature vegetation buffers and the presence of an existing freight rail corridor where the LRT, freight rail, and trail would be co-located.

Seven at-grade center-track platforms are proposed for each station in the segment, but no sensitive receptors (in addition to the trail users aforementioned) are located adjacent to the station sites; therefore no visual impacts are anticipated except at West Lake Station, where sensitive receptors in a multi-family residential tower would have views from upper floors to the station. However visual impacts would not be substantial because the proposed station would fit the current urban context.

Comment: *In paragraph two above, visual impacts to residents in West Lake Station multi-family residential towers are noted but considered as not substantial because this is a built urban environment and the proposed station would fit the current urban context. Respondents disagree on this point; there is no current equivalent to the visual impact of two tracks of light rail passing through this area every 7.5 minutes. Significant engineering and landscape design is required to mitigate the sizable visual impacts.*

E4 N2
I2

Page 3-115

Segment A [LRT 1A and LRT 3A (LPA)]

The project elements in Segment A corridor would be located on HCRRA property. Although the segment is located in an existing transportation corridor (Kenilworth Regional Trail), the project would introduce new visual elements—the fixed guideway, including track, catenary poles, and wires—into the area. Catenary poles and wires could have substantial visual impacts on trail users who would share the corridor with the fixed guideway.

Visual impacts on sensitive receptors located at single-family and multi-family parcels throughout the corridor would generally not be substantial because of mature vegetation buffers and the presence of an existing freight rail corridor. Visual impacts may be substantial where the alignment is not screened by vegetation. Visual intrusion and privacy impacts of the project elements on the sensitive receptors may be substantial where views from the alignment into previously private spaces are created. Visual intrusion and privacy impacts on the outdoor living areas of residential properties could be substantial where vegetation or landscape buffers do not exist.

Comment: *The joint neighborhood task force agrees that there will be substantial visual effects on trail users and residences not screened by well-designed landscape and hardscape elements including land berms and evergreens. We agree that privacy impacts to indoor and outdoor living areas of residential properties will also be significant without excellent landscape design. We urge project engineers to employ the highest standards of creativity and design as they attempt to preserve the quality of this vital urban green space.*

E4 N2

Page 115, cont. (Cedar Lake Parkway)

The proposed alignment is on a bridge over Cedar Lake Parkway. Visual impacts on sensitive receptors adjacent to the corridor in the multi-family residential parcel and Cedar Lake Parkway could be substantial. Visual intrusion and privacy impacts of the project elements on the residents in units with windows facing the alignment where it is bridged structure could be substantial.

Comment: *The joint neighborhood task force agrees that a bridge over Cedar Lake Parkway clearly would have substantial visual impacts on residences from Lake Street to the Kenilworth Channel. (See Appendix 1.) It would also have substantial impacts on users of the Historic Grand Rounds (drivers, bicyclists, pedestrians), as well as Cedar Lake Park and beach users, a fact not mentioned in the present study. Such a bridge is also likely to violate the Shoreland Overlay District zoning requirements, which state:*

“Except for structures subject to a more restrictive maximum height limitation in the primary zoning district, the maximum height of all structures within the SH Overlay District, except for single and two-family dwellings, shall be two and one-half (2.5) stories or thirty-five (35) feet, whichever is less.”

Source: Minneapolis, Minnesota, Code of Ordinances; Title 20 – Zoning code; Chapter 551. – Overlay Districts; Article VI. – SH Shoreland Overlay District

We do not see any evidence in the present study that the feasibility of trenching, tunneling, or depressing the LRT below Cedar Lake Parkway was examined. We strongly request that a thoughtful and serious study of these options be undertaken, since a bridge would have such grave quality of life impacts on area residents and users, and an at-grade crossing is likely to have significant traffic and safety impacts. KIAA also looks forward to participating as a consulting party during Section 106 consultation.

Page 3-116

A BNSF flyover bridge proposed in the conceptual engineering plans would not have impacts on any sensitive receptors.

Comment: *The joint neighborhood task force requests information about this proposed fly-over bridge. The text on page 3-116 does not make clear what and where this would be.*

Page 3-117

Four at-grade center-track platforms are proposed for each station in the segment. No sensitive receptors, with the exception of the aforementioned trail users, are located adjacent to the station sites; therefore no additional visual impacts are anticipated.

Comment: *The present study indicates substantial visual effects on trail users, residential areas, and recreational users. The joint neighborhood task force agrees that this will be the case. It is also clear that the station area will also substantially affect residences near the proposed 21st Street station.*

E8 N2

E8 N2
M1

E8 P4
R2

E8 P4

I2
E4

Page 3-123

3.6.5.3 Build Alternatives

The need for additional landscaping to mitigate potential visual intrusion/privacy impacts following clearing and grubbing activities during construction will be addressed in the Final EIS. Station design and aesthetics will be addressed during Preliminary Engineering and Final Design. Mitigation treatments for visual impacts would be developed during the Final Design process through discussion with affected communities, resource agencies, and stakeholders. Measures would be taken to ensure the design and construction of the Build Alternative considers the context of the corridor and that sensitive receptors receive adequate mitigation. Possible mitigation measures could include:

- Landscaping vegetation such as shrubs and bushes to supplement existing vegetation buffers
- Evergreen vegetation screening to supplement deciduous vegetation buffers in leaf-off conditions
- Fencing
- Tunneling

Comment: *Appreciating the present study's approach that mitigation treatments would be developed through discussion with affected communities, the joint neighborhood task force requests definition of "measures [that] would be taken to ensure that the design and construction of the Build Alternative considers the context of the corridor and that sensitive receptors receive adequate mitigation." We assume that consideration of placement and screening/mitigation of Traction Power Substations would also be done in cooperation with affected communities and stakeholders.*

L1 H3

Page 3-125

3.6.6 Summary

LRT 3A (LPA) would have the second highest effects on visual quality in the project area because of substantial impacts on sensitive receptors located on trails, which are present in three (4, A, and FRR) of the alignment's segments. Further, LRT 3A (LPA) would have possibly substantial effects on the visual quality of one of its three segments, which includes sensitive receptors in residential land uses adjacent to the segment (A) where the alignment is on a bridge.

Comment: *We agree that LRT 3A will have huge visual quality impacts to the Segments 4, A, and FRR area. In particular, the visual impacts of the proposed aerial bridge at Cedar Lake Parkway will impact not only residents but also all users of the Historic Grand Rounds.*

E4 N2

Page 3-128

3.7.1.1 Light Rail Transit

Safety and security aspects of the Southwest Transitway would be developed in accordance with the Metropolitan Council's policies and procedures. At this time, specific safety and security policies and procedures have not been developed for the Southwest Transitway; policies, procedures, and any mitigation measures required for safety and security will be specified at an appropriate level of detail in the Final EIS.

Comment: *The adjacent neighborhoods will be stakeholders in the development of Southwest Transitway Safety and Security Policies.*

L1 R1

Page 3-129

3.7.2 Existing Conditions

Public safety and security within the study area is provided by the police departments, fire departments and emergency response units of the cities of Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and Minneapolis. Emergency medical services are located in each city.

Comment: Please note that the Minneapolis Park Police also provide service within Minneapolis. The joint neighborhood task force requests that the MPRB Police be consulted on security issues related to the impact of a proposed station at 21st Street on Cedar Beach East (Hidden Beach). In the summer 2012, Hidden Beach generated more police actions than any other park in the MPRB system. For the last several years, KIAA has provided supplementary funding to the Park Police to allow for increased patrols in this area. The neighborhood has expressed concerns that an inadequately managed station would increase opportunities for illegal behavior.

E9 R1
I2

Page 3-129, cont.

Primary safety concerns associated with the freight rail relocation segment of the proposed project, as expressed by the community, are derailments, chemical spills, the accessibility and safety of pedestrians (particularly near schools), and vehicular and traffic safety at grade crossings. These issues are addressed in the discussion below.

C

Comment: Please note that residents of the co-location corridor option have no less concern about issues such as derailments, chemical spills, pedestrian and bicyclist safety, and traffic safety.

Page 3-131

3.7.3.3 Build Alternatives

The project would be designed in a manner that would not compromise the access to buildings, neighborhoods, or roadways, and would not compromise access to the transitway in the event of an emergency.

Comment: Please note that operation of LRT 3A could hamper access by emergency service providers to Cedar Lake Park, Cedar Beach East (Hidden Beach), and residences in the 2000 block of Upton Avenue South. The current difficulty of access was illustrated in October 2012 when firefighters tried to access a grass fire burning in Cedar Lake Park. A freight train approached as they carried their hoses across the rails into the woods, which caused them to have to retreat. The joint neighborhood task force requests that the Minneapolis Fire Department and emergency medical responders be consulted in development of safety and security plans in our area. Furthermore, the adequacy of existing hydrants and other emergency infrastructure needs to be examined.

R3

E9

Chapter 4 Environmental Effects

General comment: Presently, the LPA corridor from the West Lake Station to I 394 is a high quality residential area with many parklands that are low noise, vibration and light, and with abundant native plants including ongoing community restoration efforts such as 40+ acres of native prairie within or adjacent to the proposed rails and station. There is abundant wildlife and dark night skies. More detailed analysis of multiple variables is necessary to determine mitigation options to preserve, even enhance, the status quo.

E2

N1
N8

General comment: There is no examination and discussion in this DEIS about the impact of LRT light on the corridor between the West Lake Station and the Intermodal Station. There is nothing about train light, corridor light, quantitative measurements, impacts on presently dark areas of neighborhoods and parklands. There is nothing about light scatter, color, distortion, or pollution. There is nothing about the effects of new constant and intermittent light sources on animals and people. More in-depth analysis is necessary to determine mitigation.

E4

N1
N9
N8

Page 4-13, 4-41

Segment A (Figure 4.1-11): Concern exists for the areas near Lake Calhoun, the channel between Cedar Lake and Lake of the Isles, and the low areas beginning near the 21st Street station and extending through the areas near the Penn and Van White stations to I-94.

Comment: The joint neighborhood task force expects groundwater resources, wetlands, and public waters to be protected during construction and operation of the Southwest Transitway. The Southwest Transitway project needs to conduct more detailed analysis before beginning construction and report its findings to the public.

E3

N4
N5
N6

Page 4-55

4.3-2 Summary Table

Removes riparian habitat and unique or sensitive areas: LPA states: Least amount of impact on native habitats; already fragmented non-native habitats would be further fragmented.

Affects migratory birds: LPA states: Lack of quality habitat – no impact

Comment: The Minneapolis Chain of Lakes, including the LRT area south of Cedar Lake and north to I-394 is a designated Important Bird Area (IBA). See <http://mn.audubon.org/important-bird-areas-3>

All along the Kenilworth Trail, there are a large number of evergreens plants (estimated 15 to 29 ft. high) and mature trees (30 to 40 feet high). This area is a stop-over for birds during the spring and fall migration periods. Preservation of existing trees and shrubs or replacement with substitutes of equivalent type and height should be part of the mitigation plan.

E2

N8

For more detail on the flora and fauna within the LRT area, including other threatened species, descriptives of the variety of ecosystems contained within the LRT area, see:
http://mn.audubon.org/sites/default/files/documents/minneapolis_chain_of_lakes_theowirth_park_iba_nomination_form_biotics_version_0.pdf

E2
N8

More detailed analysis is needed for the EIS in this area.

Page 4-53

4.3.5 Mitigation

Impacts to regulated resources, such as wetlands, threatened and endangered species, and water resources/water quality, would be mitigated in accordance with the appropriate permits as discussed in other sections of this Draft EIS. This mitigation would also benefit biota and habitat. Increased habitat fragmentation could be expected from the construction of required safety/security barriers to separate the light rail tracks from adjacent bicycle/pedestrian trails and freight rail lines. This fragmentation could be mitigated through the use of wildlife underpasses and modified bridges over water features that would allow for the movement of terrestrial species beneath the bridge.

E10
N8

Comment: *More detailed analysis is necessary to determine species present, movement patterns, and mitigation options.*

Page 4-59

4.4.4 Long-Term Effects

Following is an analysis of potential long term effects to federal- and state-listed threatened, endangered, and special concern species that have been documented within 1 mile of the Build Alternatives

E10
N8

Comment: *This analysis is shallow, incomplete, inconclusive, and dated. More detailed analysis is necessary.*

Page 4-75

4.6.4 Long Term Effects

Queuing of vehicles when freight trains block at-grade crossings would be similar with or without the Freight Rail Relocation Segment and would not adversely affect air quality. Therefore, detailed air quality modeling using available traffic model data has not been completed at this time. The long-term effects presented in this section provide a general understanding of potential changes to traffic patterns, and a general expectation that air quality will generally improve as applicable mobile source regulations require and technology allows.

Comment: *Freight rail passes through the corridor with approximately 2-8 trains per day (varies by season). The Southwest Transitway, at 260 trains per day, will cause increased traffic backup and idling at Cedar Lake Pkwy. The joint neighborhood task force strongly favors grade separation at this crossing.*

E8
P4

Page 4-75

4.6.4 Long Term Effects

The traffic analysis completed for this Draft EIS indicates that several intersections are anticipated to degrade to LOS D, E, or F as a result of at-grade crossings... LRT stations, specifically those with park and ride, will cause localized increases in traffic along adjacent roadways.

Comments: *Studies have not been conducted about future traffic patterns on the already saturated streets surrounding the proposed West Lake Station. Presence of small businesses in the area as well as visitors who have a destination of Calhoun Lake Parkway and other park and trail facilities contribute to current traffic congestion and overload within the half-mile radius of the proposed West Lake Station. Please refer to the Capstone Project (online at <http://pwp.org/lake-st-excelsior-blvd/>) that discusses traffic and trail usage in Minneapolis. Currently, automobile traffic is frequently gridlocked in the area surrounding the proposed West Lake Station. It is expected that the West Lake Station will attract additional automobile use in this area.*

No degree of degradation of the air quality should occur in this already saturated area as a result of the West Lake Station. We request additional study of the current traffic flow and projected traffic flow increase related to LRT use.

The 21st St. Station will also cause localized increases in traffic along residential streets in Kenwood and needs further analysis.

Page 4-76 through Page 4-77

4.7.1 Methodology

Airborne noise effects associated with the proposed Southwest Transitway Project were evaluated using the FTA's Detailed Noise Assessment methods (FTA 2006). The methodology included identifying noise-sensitive land uses, measuring existing outdoor noise levels in the project area, using the existing noise levels to identify noise impact thresholds, calculating project-related outdoor noise levels, and determining if project-related noise levels exceed FTA noise impact thresholds. FTA noise impact thresholds vary depending on land use and existing noise exposure. Two types of noise impacts are included in the FTA criteria. The type of impact affects whether noise mitigation is implemented.

- Severe Impact. A significant percentage of people are highly annoyed by noise in this range. Noise mitigation would normally be specified for severe impact areas unless it is not feasible or reasonable (unless there is no practical method of mitigating the impact).
- Moderate Impact. In this range, other project-specific factors are considered to determine the magnitude of the impact and the need for mitigation. Other factors include the predicted increase over existing noise levels, the types and number of noise-sensitive land uses affected, existing outdoor-indoor sound insulation, and the cost-effectiveness of mitigating noise to more acceptable levels. Refer to Appendix H for details on the noise impact criteria.

Comment: *Noise at high frequency and high decibel levels like wheel squeal and low frequency like train movement sway and rumble are not included in Table 1 (pg. 4-78). Noise monitoring locations listed in the table on pg. 4-82 do not include study of noise levels at elevations higher*

than the ground. Residents in high-rise condos near the proposed LRT report that noise at the ground level is amplified at higher levels. Sound travels in buildings and the frequency is changed and becomes more audible. Noise monitoring locations should include higher elevations so that appropriate mitigation can be implemented.

E4	O1
	O5
	O6

Noise monitoring at locations 30 and 31 (see pg. 4-82, Figure 4.7-1) is inadequate due to the complexity of our neighborhoods, especially at the narrowest point of the corridor.

Refer to Appendix 2 - ESI Engineering Report for further noise impact analysis.

Page 4-83

Figure 4.7-2 Noise Sensitive Land Use

Comment: Cedar Lake Parklands, directly adjacent to the LRT, have no noise-sensitive land use category. Presently, the Cedar Lake Parklands have low noise, and are prized for the quiet natural experience. More study is necessary to determine what noise levels are acceptable to maintain a high quality natural experience, and to determine what engineering solutions are necessary in the corridor to mitigate the impact of the increased noise on a 24-hour basis. More sound study locations are necessary to acquire a better understanding.

E4	O1
	O5
	O6

Page 4-84

Table 4.7-2. Sound Exposure Levels used in the Noise Analysis

Comment: Operational assumptions include number of trips/day, speed, vehicle bells, horns, stationary bells but does not mention the long-term effect of frequency of the noise levels from, for example, high frequency wheel squeal and low frequency train rumble from train sway. When the Southwest Transitway is operational, the sound will increase from approximately one locomotive train per 8 hours to approximately 250 LRT trains per day. A final analysis of the long-term effects should include recognition and study of the effects of noise exposure from over 250 trains per day. This noise affects 520 living units (87% of these are in Segment A), some as close as 40 ft. from the current single track that are severely impacted by noise well above the 55dB.

E4	O1
----	----

Table 4.7-2. Sound Exposure Levels used in the Noise Analysis

Airborne noise impacts were determined using Detailed Noise Assessment methods from the FTA (May 2006) guidance document. The following operational assumptions were incorporated into the assessment.

- 198 LRT trips during the day (7:00 a.m. to 10:00 p.m.).
- 60 LRT trips during the night (10:00 p.m. to 7:00 a.m.).
- 16 trips during each peak hour of operation (6:00 a.m. to 9:00 a.m., 3:00 p.m. to 6:30 p.m.).
- Three articulating cars per transit train.
- Speeds range from 20 to 50 miles per hour (mph), and vary in different segments of the project corridor.
- Light Rail Vehicle bells are used for five seconds as vehicles approach grade crossings, crosswalks and station platforms.

- Light Rail Vehicle horns are sounded at grade crossings and crosswalks where vehicle speeds exceed 45 mph (not including 45 mph).
- Stationary bells are used at preemptive grade crossings and crosswalks for five seconds at each passing of a train.
- This analysis modeled each segment-specific speed to accurately account for proposed operational conditions. Additionally, the acoustical shielding effects of intervening buildings were applied where more than one row of buildings existed. The analysis applied ground attenuation where applicable.

Comment: *The monitoring stations were inadequately placed in their number and location relative to parklands, residences, and topographical features. More detailed analysis and mitigation is necessary.*

E4	O1
	O5

Page 4-93

Table 4.7-8. Potential Noise Impacts in Segment A [LRT 1A and LRT 3A (LPA)]

Segment A with Freight Rail Co-location (LRT 3A-1): West Lake Station to Intermodal Station
Under Build Alternative LRT 3A-1 (co-location alternative) light rail and TC&W freight traffic would be co-located on the Kenilworth Corridor. Existing TC&W traffic on the Kenilworth Corridor would continue normal operations under the freight rail co-location alternative. Airborne-noise impacts associated with Segment A, with the freight rail co-location, were calculated based on existing noise exposure, including existing TC&W freight rail traffic.

Category 1

There are no noise impacts to Category 1 land uses in this segment.

Category 2

There are a total of 73 Moderate Noise Impacts and 183 Severe Noise Impacts to Category 2 land uses in this segment. The estimated number of impacted residential units is 85 Moderate and 406 Severe. Many of the impacts are due to low existing ambient noise levels combined with proximity of residential neighborhoods to the alignment and high anticipated speeds of operation. Some impacts are due to low existing ambient noise levels combined with light rail vehicle-mounted audible warning signal (bell) use at the 21st Street Station and the nearby 21st Street at-grade crossing.

Category 3

There is one moderate impact to a Category 3 land use. The impact is due to very low ambient background noise levels found in the walking-trails of the Cedar Lake portion of the Minneapolis Chain of Lakes Regional Park combined with close proximity to the tracks and bell use at grade crossings and crosswalks. This may not apply to the entire Cedar Lake portion of the park, especially in areas where park-goers themselves create higher noise levels, and in areas of the park farther from the tracks.

Comment: *More detailed analysis is necessary to identify impacts to parklands and residences. The Minneapolis Park and Recreation Board's Community Advisory Committee determined that parkland immediately adjacent to the Kenilworth corridor should be considered a Category 1 land use. The joint neighborhood task force strongly supports this position.*

E4	O1
	O5

Page 4-102

4.7.6 Long-Term Mitigation

Whether mitigation is warranted is based on the severity of potential impacts. Project noise levels that result in a “Severe Impact” to a receptor pose a compelling need for mitigation. Most of the severe impacts are due to warning signals such as horns and bells near at-grade crossings, crosswalks, and stations. Use of these signals is required for safe operation of the LRT system, but this does not exclude mitigation options for these impacts.

***Comment:** The impact of noise level and noise incident frequency has not been properly assessed.*

As stated in Table 4.7-8 on pg. 4-93, noise level of the 250 LRT trains will have a severe impact on 406 living units between the West Lake Station and Penn Station, especially the concrete/stucco structures like the Calhoun Isles Towers. While most of the severe impacts will be due to warning signals associated with the West Lake Station and the 21st Street Station, noise from high frequency like wheel squeal and low frequency from train movement and sway will also contribute to the noise impact.

The Kenilworth Trail is adjacent to the proposed LRT route. The Kenilworth Trail is a well-used neighborhood area that connects the Chain of Lakes and intersects with the Historic Grand Rounds. Users of Cedar Lake Park, South Beach, Hidden Beach, Park Siding, and boaters and many other recreational destinations are impacted by the noise from the LRT. No specific mitigation is listed to address this impact on the densely populated and heavily utilized area north of the West Lake Station.

Further study needs to include mitigation such as tunneling, trenching, or a covered trench like the trench on the Hiawatha line that goes under Minnehaha Park. Neighborhood associations should be stakeholders in planning the mitigation for the severe noise levels.

Refer to Appendix 2 - ESI Engineering Report.

Page 4-107

4.8.2 Existing Conditions

In most cases, the existing environment does not include a notable number of perceptible GBV or GBN events. The FTA methodology prescribes comparing project-related vibration to existing vibration only in those cases where the project follows an existing rail corridor with at least 5 trains per day and the proposed operational changes will not substantially increase the number of vibration events. While most of the project either is not in an active rail corridor, or is in a rail corridor with fewer than 5 trains per day; portions of the build alternatives experience vibration from existing rail corridors along the BNSF Wayzata Subdivision and Kenilworth Corridor.

Existing transit-related vibration along Segment 4 and Segment A includes current train activity operating on the Kenilworth Corridor. Existing rail operations in Segment 4 include approximately 3 freight pass-by events per day. TC&W locomotive pass-by events are less than 5 per day therefore are considered infrequent. Vibration events due to TC&W rail cars are greater than 100 per day therefore are considered a heavily used corridor. The build alternatives will more than double the amount of train pass-by events

E4

O1

O5

O6

E2

O1

O1

L1

therefore the FTA vibration criteria presented in Table 4.8-2 and Table 4.8-3 were utilized in the vibration assessment.

From Penn Avenue Station to Glenwood Avenue, the project follows the BNSF Wayzata Subdivision, which carries approximately 15 trains per day. With this number of trains, the existing train pass-by events would have to exceed 80 VdB before the project-related vibration events are compared to existing train vibration events at the two assessed receptors. Therefore the project-related vibration assessment is compared to the standard FTA vibration criteria at the vibration-sensitive land-uses.

***Comment:** The number, duration, and locations of vibration receptors through the above area are inadequate to determine a true picture of the conditions throughout the corridor as they effect residences and parklands. More study is necessary to determine the need and kinds of appropriate mitigation.*

High-rise buildings are especially vulnerable to structural damage from vibrations. Vibration studies should be performed in high-rise living units prior to construction and after construction has been completed and the trains are operational.

E4

O1

O5

O6

Page 4-118

4.8.6 Mitigation

Detailed vibration analyses will be conducted during the Final EIS in coordination with Preliminary Engineering. The Detailed Vibration Assessment may include performing vibration propagation measurements. These detailed assessments during the Final EIS/preliminary engineering phase have more potential to reduce project related effects than assessments of mitigation options at the conceptual engineering phase of the project. Potential mitigation measures may include maintenance, planning and design of special trackwork, vehicle specifications, and special track support systems such as resilient fasteners, ballast mats, resiliently supported ties, and floating slabs.

***Comment:** As design of mitigation of vibration impacts occurs, the range of frequencies must be taken into consideration. Segment A will experience high frequency vibrations, for example when brakes are applied, to low frequency as the trains rumble along the tracks' curves.*

Neighborhood associations should be included in the alternative design of this mitigation. Alternatives may include tunneling or trenching in areas with severe impact from noise and vibration.

E4

O5

O6

L1

Page 4-130

4.10 Electromagnetic Interference and Utilities

This section provides general information regarding existing electromagnetic fields (EMF), electromagnetic interference (EMI), and utilities, and identifies potential effects that may result from the proposed Southwest Transitway project.

Comment: *There is no mention of potential health hazards for persons living in close proximity, that is 40 feet or less, to the exposed overhead wires. That information should be made available to the public and the potential health hazard could be avoided, for example, by using a tunnel for a shield.*

E6

N11

More study is necessary to determine the need and kinds of appropriate mitigation. Refer to Appendix 2 - ESI Engineering Report.

Chapter 5 Economic Effects

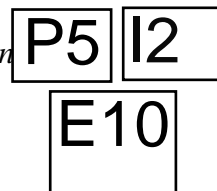
Page 5-15

Table 5.2-2. Short-Term Station Area Effects

Environmental Metric: Traffic

LRT 3A (LPA) Low--During construction temporary closures or rerouting of traffic from at-grade intersections will be required. The area is well served by a mature integrated network of roadways so traffic diversions should have minimal affect upon the transportation system.

***Comment:** Accessibility and disruption of traffic around the West Lake Station will occur during and after construction. In the planning and budgeting process, funds for mitigation need to be made available. Limited accessibility and heavy traffic loads, often approaching gridlock, already exist in this area, as several sources report.*



- According to Hennepin County in 2011, the Lake Street/Excelsior Boulevard corridor was the busiest county state road in Hennepin County, with 39,500 cars daily.
- The Minneapolis Park and Recreation Board has reported that the Minneapolis Chain of Lakes, including Lake Calhoun (within a half-mile radius of the West Lake Station) is the second most-visited location in Minnesota (behind the Mall of America).
- Capstone studies by students from the Civil Engineering Department at the University of Minnesota have assembled existing data and background information from the city, county and state, and have conducted extensive traffic counts and other observations, including using digital video: “Traffic Assessment and Recommendations for Lake Street and Excelsior Boulevard Intersection and Adjacent Intersections.” See this and other student Capstone studies relating to the Lake St. and Excelsior Blvd. intersection online at www.pwpg.org/lake-st-excelsior-blvd/.
- A November 2012 parking study commissioned by the West Calhoun Neighborhood Council and conducted by Spack Consulting found that parking was near to or over capacity in some locations near the proposed West Lake Station. The study was conducted outside the busy lake and park recreation season on cool cloudy days. When the estimated 2,800 daily Southwest Transitway riders are added to the mix, parking spaces will be at a premium. (For the full report, go to www.westcalhoun.org.)

Page 5-19

5.2.4 Long-Term Station Area Effects

Environmental Metric: Displacement Parking/Access Regulations

LRT 3A (LPA) Low--Parking and access to businesses along this route are unlikely to be affected.

Business parking is provided off site and is not anticipated to be affected by the LRT project. Permanent access restrictions for businesses are not anticipated. 20 on-street and 11 off-street parking spaces will be eliminated.

Comment: Business parking is already at saturation point around the West Lake Station. See November 2012 parking study at www.westcalhoun.org and the University of Minnesota Capstone Studies at pwp.org/lake-st-excelsior-blvd/.

P10	I2
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It is essential to maintain the viability of businesses in the two shopping centers (Calhoun Village and Calhoun Commons on Lake St. and Excelsior Blvd., respectively) adjacent to the West Lake Station. The irregular configuration of streets adjacent to these commercial centers already presents some parking and accessibility problems; with the addition of the Lake Street Station those problems will be exacerbated.

In addition, residential parking is limited, especially with the addition of 187-unit Dwell apartments at 3129 Ewing, built by Bigos Development Corp., which also manages the adjacent 151-unit Calhoun Greenway Apartments. Only 322 parking stalls will accommodate this increase in residences. The complex is near the West Lake Station and will increase parking congestion.

The goal of the joint neighborhood task force is that in conjunction with the creation of the West Lake Station, parking issues in this area will be addressed to the satisfaction of the neighborhood.

Pages 5-19 and 5-20

Environmental Metric: Developmental Potential (station development potential and transportation)

LRT 3A (LPA) High--Segments 3, 4, and A all have high potential for development around station locations. The areas, with the exception of 21st Street in Minneapolis, are identified as areas for transit-oriented development consistent with the implementation of LRT.

For Segments 3, 4 and A, the expansion of the transportation system and service to areas designated for growth and redevelopment will equate to a positive economic effect in terms of development around station locations.

Comment: *The land use around the West Lake Station includes several commercial properties, including Calhoun Village and Calhoun Commons. There are few undeveloped parcels around this station and no plans to upgrade the current commercial parcels. Traffic flows are currently at saturation and private parking is fully utilized near this station, contrary to the statements made in Section 5.2.5.2 about parking and access to businesses. Two proposals to add residential apartment buildings on land zoned as residential, namely, the Bigos proposals for the vacant Weisman property on Lake St. and for vacant property behind Calhoun Commons. Hence, the prospects for economic development near the West Lake Station are minimal. In 2009 the city of Minneapolis retained R-1 zoning for properties near the station.*

M1	I2
P10	

The land use around the 21st Street Station is entirely single family residential, parks and open spaces, and water features. As state in Table 5.2-4, Long-Term Station Effects, no change in land use is anticipated around this station; it will remain a low-density residential and recreational area. The joint neighborhood task force supports this approach.

5.2.5.2 Mitigation for Parking and Access

Parking

Build Alternatives LRT 1A, LRT 3A (LPA), and LRT 3A-1 (co-location alternative) are all anticipated to have a relatively modest impact on parking with the removal of 20 on-street parking spaces on Royalston Avenue. Mitigation of this effect may include working with staff from the City of Minneapolis to identify needs and opportunities for providing alternative parking solutions. However, based on adjacent land uses and long-term city plans for this area, the need for alternative parking solutions is believed to be low.

Access

Build Alternatives LRT 1A and LRT 3A (LPA) are not anticipated to have any long-term effects on business access; therefore, no mitigation is required.

Comment: *While parking at Royalston Ave. is cited, there are also serious parking and access issues around the West Lake Station. With 2,800 riders predicted to enter this area daily, further study of how to mitigate these issues is requested. See below for further evidence of congestion issues that already exist.*

- *According to Hennepin County in 2011, the Lake Street/Excelsior Boulevard corridor was the busiest county state road in Hennepin County, with 39,500 cars daily.*
- *The Minneapolis Park and Recreation Board has reported that the Minneapolis Chain of Lakes, including Lake Calhoun (within a half-mile radius of the West Lake station) is the second most-visited location in Minnesota (behind the Mall of America).*
- *A study by students from the Civil Engineering Department at the University of Minnesota have assembled existing data and background information from the city, county and state, and have conducted extensive traffic counts and other observations, including using digital video: “Traffic Assessment and Recommendations for Lake Street and Excelsior Boulevard Intersection and Adjacent Intersections.” See this and other student Capstone studies relating to the Lake St. and Excelsior Blvd. intersection online at www.pwpg.org/lake-st-excelsior-blvd/.*
- *A November 2012 parking study commissioned by the West Calhoun Neighborhood Council and conducted by Spack Consulting found that parking was near to or over capacity in some locations near the proposed West Lake station. The study was conducted outside the busy lake and park recreation season on cool cloudy days. When the estimated 2,800 daily Southwest Transitway riders are added to the mix, parking spaces will be at a premium. (For the full report, go to www.westcalhoun.org.)*

I2

P4

Chapter 6 Transportation Effects

Comment: We have grave concerns that Transportation Effects were inadequately analyzed, especially around the West Lake and 21st Street Stations. Our concerns are outlined below:

I2

E10

1. General Traffic Flow

The most important contextual factor regarding transportation in the West Calhoun and CIDNA neighborhoods is the over-saturated W. Lake St./Excelsior Boulevard vehicle corridor. This thoroughfare is the sole primary east-west route through our neighborhoods.

The W. Lake St./Excelsior Boulevard vehicle thoroughfare currently carries 39,500 vehicles per day, a number confirmed by Hennepin County at the October 9, 2012, MPRB charette on park improvements between Lake of the Isles and Lake Calhoun. This makes this corridor the most heavily traveled in Hennepin County. Capstone studies conducted by University of Minnesota Civil Engineering students in 2010 and 2011 (go to pwpg.org/lake-st-excelsior-blvd/) show that this corridor is already over-congested, requiring 2.75 minutes to traverse the section of Excelsior Boulevard between Market Plaza and W. Calhoun/Dean Parkway, giving it an "F" rating for traffic flow at evening rush hour. The studies did not include the effect of existing traffic lights at the Excelsior Boulevard/W. 32d St. intersection (the Minikahda Club intersection) and at the main Calhoun Commons entrance on Excelsior.

P4

E10

Hennepin County stated at the MPRB charette meeting that there are no plans or funds allocated to improve traffic flows on this corridor in the next five years, during which the Southwest Transitway is scheduled for construction. The W. Lake St./Excelsior corridor will remain uniquely vulnerable to any and all impediments to traffic flow, including the impact of Southwest Transitway construction near the corridor.

P5

E10

Southwest Transitway construction will surely impede traffic through the corridor. How this will be mitigated is not specifically addressed in the DEIS. We fully understand that Southwest Transitway is designed to alleviate the saturation problem that is due to heavy drive-through traffic, but this can only happen over the long run. The joint neighborhood task force is concerned with how the disruptions of transitway construction will be mitigated in the meantime. It is important to mitigate these potential problems with careful planning and involvement of neighborhood residents. In particular, we seek assurance that construction is not disruptive to the point of true gridlock. Further, any additional major construction abutting the corridor may have to be put on hold for better traffic flow and neighborhood livability.

P5

E10

NOTE: Both a fire station and an ambulance station are located on Market Plaza close to the convergence of Lake St. and Excelsior Blvd. These critical emergency services are hindered on

R3

P4

E9

occasion by the traffic congestion that exists on Lake and Excelsior. The joint neighborhood task force requests that clear steps for mitigation be outlined.

The joint neighborhood task force is disappointed that the DEIS relies on referencing “standard practices” for mitigating construction effects on parking and traffic flow (i.e. diverting traffic, mitigating parking problems, etc.). This approach is not satisfactory given the unique features of the critical W. Lake St./Excelsior corridor. It is particularly vulnerable to further impediments that would be caused by construction. There is no mention of staging out construction to assure reasonable traffic flow and adequate parking in the neighborhood for its residents. The W. 32d/Chowen/Abbott area is especially vulnerable to disruption by heavy construction traffic. Further, hundreds more people will soon be living in this area when the six-story 185-unit Dwell is completed next year.

P5

2. Traffic Flow on Excelsior Boulevard

The DEIS does not comment on the effect of an additional stoplight at the proposed traffic entrance to the West Lake Station and the impact of park-and-ride or kiss-and ride vehicle traffic from Linden Hills, Edina, and Uptown on the southern entrance to the West Lake Station. Nor does it comment on how the additional boardings/disembarkations at the West Lake Station will affect traffic flow on Excelsior Boulevard. The additional traffic on Excelsior Boulevard will take an over-congested artery and transform it into a parking lot, having a negative impact on business users at Calhoun Commons and Calhoun Village, commuters who continue to use Excelsior Boulevard, park users crossing Excelsior Boulevard, and neighborhood residents.

P4 I2

E10

3. Traffic Flow on W. Lake Street

The DEIS does not comment on how traffic will access the West Lake Station from the W. Lake St. bridge. By law, additional turn-out lanes on both the east- and west-bound lanes are prohibited because of reduced visibility for exiting from and merging onto Lake St.; hence, access to the West Lake Station for kiss-and-ride or park-and-ride LRT customers from the north side of Lake St. or from those coming east on Lake St. will be prohibitively restricted to using the south entrance to the station on Excelsior Boulevard, further exacerbating traffic congestion on that artery. There is no room to provide for exits and entrances to W. Lake St. without the taking of condominium property on the westerly approach to the bridge or commercial property (Calhoun Village) on the easterly approach to the bridge.

E10

P4 I2

4. Traffic in Residential Neighborhoods

In addition to the busy arteries around the West Lake Station, residential streets in West Calhoun and Kenwood will be impacted by traffic. If 1,000 people per day are expected to board at the 21st Street Station, there will be significant traffic impacts that need to be mitigated.

I2

P4 E10

5. Parking

The full range of parking options (and combinations thereof) need to be evaluated and openly discussed, including (but not limited to) paid district parking with validation, meters on nearby streets, residential permit parking on surrounding neighborhood streets, as well as additional structured parking (at some reasonable distance from the station platform, preferably with some ground-level commercial space).

E10
P10

Given the complexity of the West Lake area, to maximize the positive influences that a new transit station can produce, it is critical that the Preliminary Engineering work (managed by the Southwest Project office) and the Transitional Station Area Action Planning (TSAAP) work (managed by Hennepin County) include well-devised and executed stakeholder involvement and public outreach. This will entail a far greater level of effort than that contemplated in the TSAAP consultant's contract. It is essential that the staff and elected/appointed officials of the various governmental entities collaborate constructively with each other in a manner that is transparent to the public.

L1

Chapter 7 Section 4(F) Evaluation

Comment: Missing from this chapter of the DEIS:

- *The Historic Grand Rounds is a nationally designated urban scenic byway. It appears detailed information for this area where the LRT corridor is proposed to be located has not received appropriate documentation.*
- *Concerns for placing the transit corridor in or adjacent to a nationally designated urban scenic byway to include:*
 1. *Would the area lose its designation?*
 2. *Would it cause an economic loss due to the impact of transit corridor?*
 3. *Could mitigating measures justify the location of the transit corridor in this area/corridor of the Ground Rounds and the outcome be justifiably and acceptably appropriate?*

E2

S3

Page 7 – 2

For *de minimis* findings for historic properties, FTA is required to notify Minnesota State Historic Preservation Officer (SHPO) of the intent to conclude that the impact to the historic property is *de minimis* and Minnesota SHPO must concur, in writing, with the Section 106 determination.

Comment: Because of the unique situations and conditions in this area, further in-depth analysis is needed.

E2

S3

Page 7-3

7.1.1 Section 6(f)

In addition to the protection provided by Section 4(f), Section 6(f) of the Land and Water Conservation Fund Act of 1965 (LAWCON) stipulates that any land or facility planned, developed, or improved with LAWCON funds cannot be converted to uses other than parks, recreation, or open space unless land of at least equal fair market value and reasonably equivalent usefulness is provided. Anytime a transportation project would cause such a conversion, regardless of funding sources, such replacement land must be provided. At this time, no Section 6(f) protected property has been identified within the study area. Therefore, no permanent conversion of Section 6(f) park property is proposed and a Section 6(f) review is not required.

Comment: The joint neighborhood task force asks that further investigation into the possible existence of Section 6(f) property in our area is needed. A number of local residents in the Calhoun Isles Town Homes in the CIDNA neighborhood observe key bird species flying in the Kenilworth Trail corridor area. It is imperative to protect the flyway and habitat. Eagles and cranes, among other birds, live in these flyways. This alternative travels through mature growth of deciduous urban woodland and large surface water acreages.

E2

N8

The LRT trains use electrical power. Do the overhead electrical power and guide way lines negatively impact these species or any other species?

N8

Is there an electrical, magnetic, or static electrical field emitted from the system that would disturb these species' flyway and habitat pattern essential to their existence?

N8

Has a detailed bird species conservation survey been conducted to substantiate which bird species may be critically impacted by the construction corridor alignment?

Has the HCRRA contacted the MN Department of Natural Resources, The State of Minnesota's Audubon Society's City Bird Conservation Program, and the Minneapolis Park and Recreation Board to determine if bird species will be critically impacted or will die from the transitway's electrical field? Please see http://mn.audubon.org/sites/default/files/documents/minneapolis_chain_of_lakes_theowirth_park_iba_nomination_form_biotics_version_0.pdf

E10

It would appear the information that would answer the above questions is missing, and further in-depth analysis is needed.

N8

N11

Impacted neighborhoods and residents need to be notified how the ongoing preliminary design and engineering is incorporating these unique conditions to avoid habitat disruption in the design and construction plans for the transitway alignment.

Page 7-4

7.3.1 Project Location and Description

[...]

The Southwest Transitway would add system capacity in an area of high travel demand, respond to travel demand created by existing and planned residential and employment growth, and provide a competitive travel option that would attract choice riders² and serve transit dependent populations.

² A choice transit rider is one that has a private vehicle available to make a given trip, but chooses to take transit. The number of choice riders is increasing in and around downtown Minneapolis.

Comment: Re: "Choice Transit Rider." Request measured statistics to back up this definition. What are the numbers of "choice transit riders" today? What measures or influences will make the number of "choice transit riders" become regular transit riders? When will that occur? It appears this term "is a convenient variable" that may be utilized to obtain "desired outcomes" for the transitway project.

P2

Page 7-5

The Southwest Transitway would operate in a combination of environments including in abandoned freight rail right-of-way (ROW), at-grade in street and trunk highway ROW, and in new ROW that would be acquired from public and private entities. In addition, the line would operate in very limited sections of elevated structure and tunnel.

Comments: The joint neighborhood task force requests a definition of those "measured sections" so the impacts of visual and acoustical aspects of any "structures" and the passenger

E4 O1

N2

train cars being seen and assessed in order to determine if they are detrimental to the neighborhood and its surroundings. Standard practices are not acceptable because of the unique situations and conditions in this area; further in-depth analysis is needed.

E4

N2

Key existing condition photographs have been taken on the site adjacent to and/or near the transitway proposed construction alignment where the transitway rail bridge over Cedar Lake Parkway would be constructed. See Appendix 1.

Page 7-8

Table 7.4-1. Potential Use of 4(f) Properties by Alternative

Comment: Cedar - Isles - Dean Neighborhood has properties of the Section 4(f) designation within 350 feet of the proposed project segment. Alternative Segment A goes through the Historic Grand Rounds.

E2

S1

S3

Park Siding Park, Cedar Lake, the historic lagoon bridge crossing, and the scenic byway and trail system within the Historic Grand Rounds are in this area of influence from the proposed transitway routing.

N1

MPRB properties are within the designated width of 350 feet are referenced to Section 3.5 of the DEIS.

For additional information refer to:

- http://www.pps.org/great_public_spaces/one?public_place_id=495 and,
- <http://byways.org/explore/states/MN>



Diagrammatic Plan of the Grand Rounds from the above mentioned websites.

Historic properties exist along this portion of the segment routing through significant Minneapolis neighborhoods: West Calhoun, Cedar - Isles - Dean, Kenwood, and Bryn Mawr. Refer to Section 3.4; at the time of preparing these review comments, those structures and properties anticipated to be qualified for the National Register of Historic Places (NRHP) and with the State of Minnesota SHPO need to be listed and assessed for their historical significance in this DEIS.

E2	S3
	S4

Standard practices are not acceptable because of the unique situations and conditions in this area, and further in-depth analysis needed.

Page 7-7

7.4.1.2 Summary by LRT Alternative

[...]

As Table 7.4-1 shows, only direct or temporary uses are anticipated; no constructive uses of Section 4(f) properties have been identified at this time. This summary is preliminary because design is not sufficiently advanced to conclude that avoidance and minimization measures have been exhausted. Additional efforts will be made during Preliminary Engineering to avoid or minimize the use of any of these Section 4(f) properties. [...]

Table 7.4-1. Potential Use of 4(f) Properties by Alternative

Comment: *More detailed information is needed listing properties and demonstrating how they may be impacted. Overall, further in-depth analysis is needed because of the unique conditions in this area.*

E2	S1
	S3

Page 7-19

7.4.1.3 Alternative LRT 1A (Segments 1, 4, A and Freight Rail Relocation

[...]

Cedar Lake Parkway and the Cedar Lake-Lake of the Isles Channel have been determined eligible for inclusion on the NRHP as part of the Grand Rounds. It should be noted that the two timber bridges across the Kenilworth Channel are listed as non-contributing elements within the Grand Rounds. The proposed removal of these non-contributing bridges would, in and of itself, not constitute an adverse effect and therefore would not be considered a Section 4(f) use.

Comment: *The joint neighborhood task force requests that any bridge replacement be architecturally compatible with the NRHP's Historic Grand Rounds and its surrounding settings.*

E2	S3
	S4

Page 7-19

The conceptual engineering completed for the project identifies the potential for a temporary use of approximately 0.016 acre of Park Siding Park for grading associated with future trail reconstruction.

Comment: *Where does this re-grading occur in relationship to homes in the Dean Court area and/or the homes on St. Louis Avenue? Could a vegetated screen berm that borders the Kenilworth Trail/proposed transitway route be used?*

Will re-grading impact the removal of a landscaped berm screen between Dean Court and the Southwest Transitway?

More detail information is required here to know how this impacts the residences in this segment.

E3

N2

Chapter 8 Financial Analysis

Comment: The joint neighborhood task force requests a more detailed analysis of the cost of the project elements as early as possible in the Preliminary Engineering.

T0

Page 8-2, Table 8.1-1 shows \$218,044,000 for Guideway and Track Elements and \$122,810,000 Stations, Stops, Terminals, Intermodal for LRT 3A. The video released by the Southwest Transitway entitled, "A Virtual Ride from Eden Prairie to Target Field" illustrates the following infrastructure:

- I494 Flyover (at interchange with Highway 212)*
- Highway 212 Flyover*
- Highway 62 Flyover*
- 3000 foot bridge over Minnetonka wetland*
- Highway 169 Underpass*
- T&CW Freight Relocation to St. Louis Park*
- W. Lake St. Station Access Roads*
- Cedar Lake Parkway LRT/Trail Tunnel*
 - (Note that cut and cover tunnel is substituted for overpass)*
- 2 New Bridges over Cedar/Isles Channel*
- Cedar Lake Trail Underpass*
- LRT Flyover of BNSF Tracks*
- LRT Flyover of N. 7th St.*
- Park and Ride Ramps (Eden Prairie/Hopkins/Wooddale/Belt Line)*
- 15 Station Stops (W. Lake and Penn Av. @ \$15 million each)*
- Track and Webguide (16.4 miles)*
- Environmental Requirements:*
 - Safety/Security Fences*
 - Pedestrian/Bicycle Flyovers*
 - Noise Barriers*
 - Vegetation Replacement*
- Penn Av. Station Vehicle Access*
- Royalston Station Commercial Offstreet Parking*
- Excelsior Boulevard Traffic Congestion Relief*
- Contingency (for Mitigation)*

Based on costs of other projects, including \$5.1 million for the Martin Sabo pedestrian/bicycle flyover at 29th St. and Hiawatha and \$100 million for the bored tunnel underneath the airport from the VA building to the Humphrey terminal, the joint neighborhood task force believes that further work on Preliminary Engineering could result in an increase of the total project cost by up to 40%.

Environmental Effects of Aerial Bridge

Comment: This comment proposes that alternative plans be considered in the 3A (LPA) alternative for the aerial bridge overpass at Cedar Lake Parkway. Included in the suggested alternatives is a tunnel in the path from the Lake Street Bridge to beyond Cedar Lake Parkway or a trench for the LRT beneath Cedar Lake Parkway.

E8

While we agree that grade separation at Cedar Lake Parkway is essential to solving some of the problems caused by the introduction of light rail, an aerial overpass would create even more problems. In November 2012, the MPRB conducted an initial examination into the feasibility of creating a tunnel or underpass for the LRT. We strongly support this approach and urge the Met Council to work closely with the MPRB through Preliminary Engineering to address this intersection. A tunnel or underpass at Cedar Lake Parkway would best meet the needs of our neighborhoods and the goals of the Southwest Transitway project.

E8

L1

Page 3-115

Segment A [LRT 1A and LRT 3A (LPA)]

The project elements in Segment A corridor would be located on HCRRA property. Although the segment is located in an existing transportation corridor (Kenilworth Regional Trail), the project would introduce new visual elements—the fixed guideway, including track, catenary poles, and wires—into the area. Catenary poles and wires could have substantial visual impacts on trail users who would share the corridor with the fixed guideway.

Visual impacts on sensitive receptors located at single-family and multi-family parcels throughout the corridor would generally not be substantial because of mature vegetation buffers and the presence of an existing freight rail corridor. Visual impacts may be substantial where the alignment is not screened by vegetation. Visual intrusion and privacy impacts of the project elements on the sensitive receptors may be substantial where views from the alignment into previously private spaces are created. Visual intrusion and privacy impacts on the outdoor living areas of residential properties could be substantial where vegetation or landscape buffers do not exist.

Visual impacts on sensitive receptors at Park Siding, located on the east side of the corridor, would generally not be substantial because of mature vegetation buffers and an existing freight rail corridor.

The proposed alignment is on a bridge over Cedar Lake Parkway. Visual impacts on sensitive receptors adjacent to the corridor in the multi-family residential parcel and Cedar Lake Parkway could be substantial. Visual intrusion and privacy impacts of the project elements on the residents in units with windows facing the alignment where it is bridged structure could be substantial. Photo 3.6-6 shows an example of the structure

Comment: Of concern to all of our neighborhoods is the proposal for much needed grade separation at Cedar Lake Parkway. What the HCRRA has proposed and the FTA report does not challenge is a behemoth concrete and steel overpass, which will rise 46 feet from grade.

E8

P4

It will be visible to residences on Lake of the Isles and Cedar Lake (and even Lake Calhoun); it will create very significant noise and vibration, disrupting the tranquility of our neighborhoods, parks and lakes. It will rise from grade some several hundred feet (estimated 830 feet south of Cedar Lake Parkway and 880 feet north of Cedar Lake Parkway) on both sides of the crossing, blocking views from many residential properties.

E8

O1
O5
O6

Photographic Depiction of Aerial Bridge at Kenilworth Trail Crossing Cedar Lake Parkway

We have provided photos of a typical aerial bridge as depicted in Chapter 3, pg. 3-116, superimposed as a 3D model on the actual sites in the vicinity of the crossing of the Kenilworth Corridor and Cedar Lake Parkway. The bridge is scaled according to the drawing and shows views with 3-car LRT trains passing over the bridge (all elements are to scale according to HCCRA and standards described in the DEIS).

The information we have indicates it would have an overall height including rail cars and catenary poles of about 46 feet. The extent of the bridge is estimated to be 1710 feet (830 feet south and 880 feet north of Cedar Lake Parkway). The bridge is next to residences on both sides of Cedar Lake Parkway with a high density of town homes on the south side.

We object to the visual as well as noise reflections of the structure and the interference with Burnham Rd. The Park Board may address affected parkland as well as the visual effects on the Historic Grand Rounds.

There is a viable alternative: a tunnel from the Lake St. viaduct to north of the Cedar Lake-Lake of the Isles Channel that will eliminate visibility and noise issues and reduce vibration substantially. It would return the Kenilworth Corridor to almost the same pristine condition that existed before the temporary accommodation of freight rail.

One of our objections is that alternatives are not cited to the aerial bridge. This would include tunneling and different aspects of a trench for LRT under Cedar Lake Parkway.

E8

Images with Overpass at Cedar Lake Parkway and Kenilworth Trail and Aerial View Superimposed on Existing Site

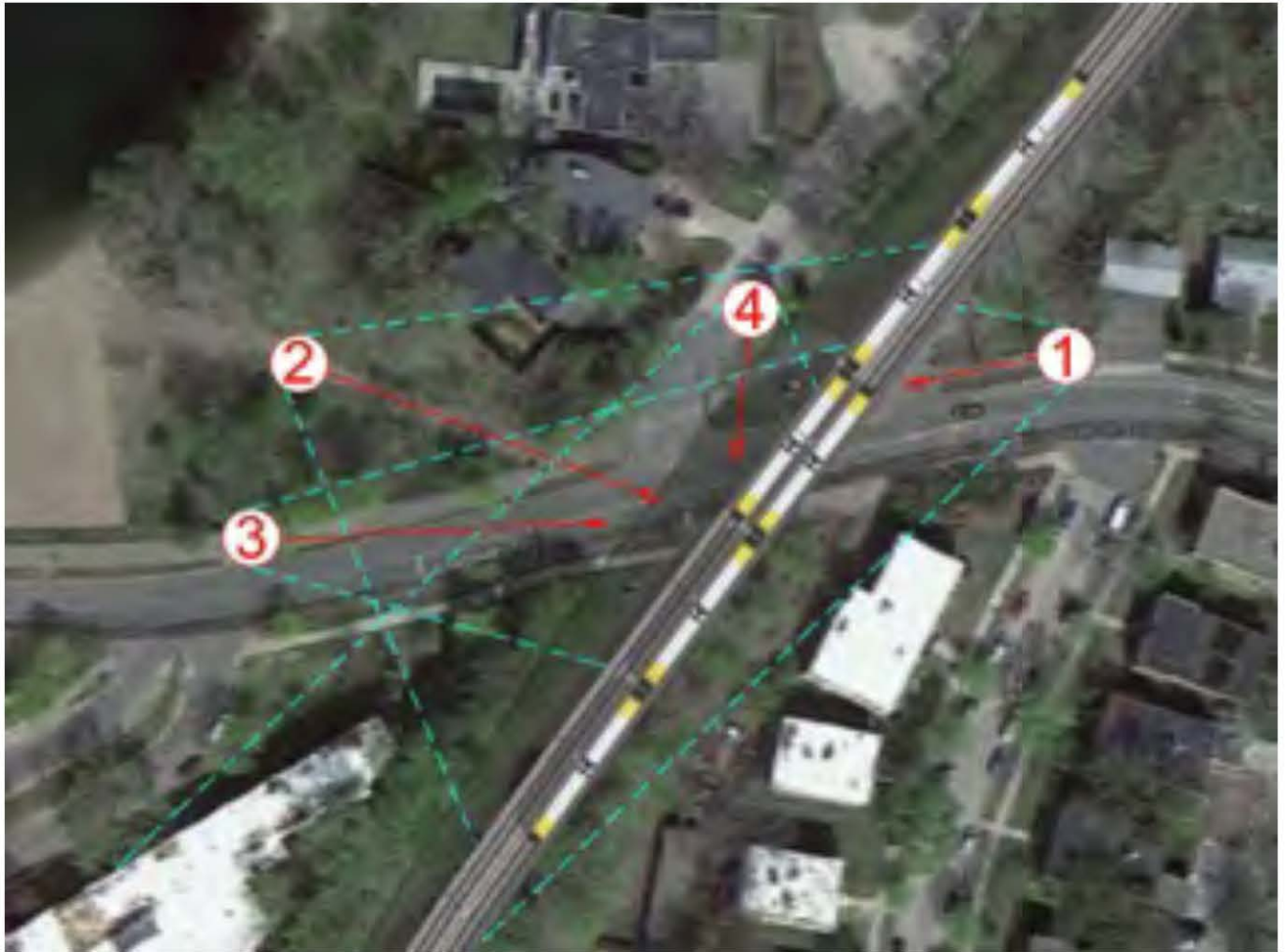


Photo of Cedar Lake Parkway and Kenilworth Trail. The number indicate the location of the photos taken around the intersection.



Existing Site View Location No. 1

View is looking west on Cedar Lake Parkway as seen from the sidewalk at the northwest corner of Benton Boulevard and Cedar Lake Parkway.



Proposed Site View Location No. 1

Aerial Bridge superimposed on view looking west on Cedar Lake Parkway as seen from the sidewalk at the northwest corner of Benton Boulevard and Cedar Lake Parkway.



Existing Site View Location No. 2
Looking southeast from Cedar Lake, South Beach. Cedar Lake Parkway on the right.



Proposed Site Location No. 2
Superimposed Aerial Bridge looking southeast from Cedar Lake, South Beach.
Cedar Lake Parkway on the right.



Existing Site View Location No. 3
Looking east to the Kenilworth Trail and railroad crossing from Cedar Lake path
along Cedar Lake Parkway.



Proposed Site View Location No. 3
Aerial Bridge superimposed on view going up the path from South Beach looking easterly
towards the trail, railroad and transit way crossing



Existing Site View Location No. 4

Viewing south across Cedar Lake Parkway into the Kenilworth Trail and the existing freight railroad line (a portion of Burnham Road is in the right foreground)



Proposed Site View Location No. 4

Arial Bridge superimposed on view looking south from across Cedar Lake Parkway into the Kenilworth Trail and the existing freight railroad line (a portion of Burnham Road is in the right foreground)



Aerial view of superimposed bridge on existing site



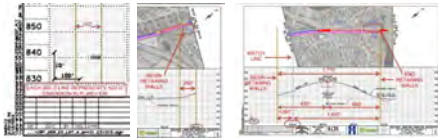
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November 25, 2012

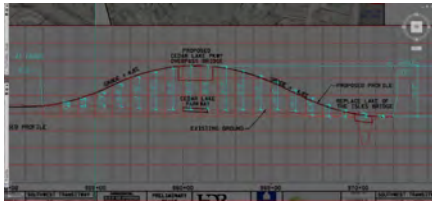
CIDNA
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3D Visualization Process

The Following is a description of the work process employed to create the visual representations the proposed Cedar Lake Parkway overpass bridge. Nvizeon was provided with PDF copies of the Southwest Transitway Conceptual Design (LRT Alternative Segment A) Plan and Profile STA: 938+00 – 955+00 Sheet 1 of 10 and STA: 955+00 – 972+00 Sheet 2 of 10. Nvizeon was provided with (4) photographs in JPEG format representing existing conditions. Nvizeon used AutoCAD, Sketchup, and Photoshop to prepare (4) images corresponding to the (4) provided photographs and (1) aerial view illustrating the proposed bridge.



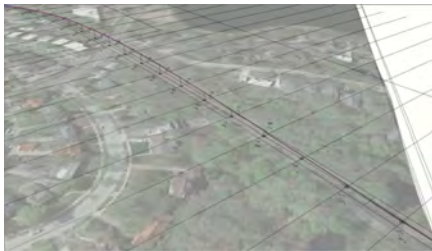
1. The horizontal and vertical scale of the concept drawings was denoted on the drawings as seen in this image and used for determining the length, height, and placement of the bridge.



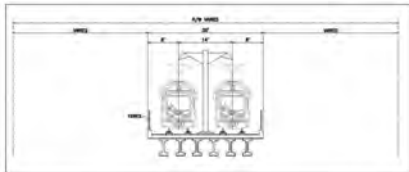
2. The concept drawings were imported into AutoCAD and heights at each corresponding horizontal/vertical intersection along the proposed profile were established.



3. In AutoCAD the STA horizontal lines were drawn and extended to determine where they intersected the proposed profile path in plan. Each intersection can be given a vertical elevation above grade based on the established "Z" height or vertical height provided in the concept drawings.

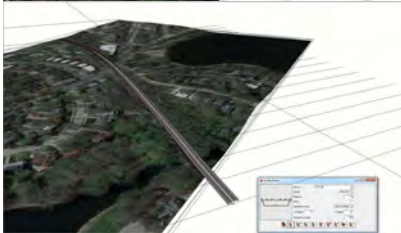


4. With the "X" and "Y" (plan) path and the "Z" (height) vertical height at each node established, the profile arc can be drawn in 3D modeling software and geo-referenced to the specific geographic area. Trimble Sketchup was used to import the CAD data and the Topography of the area. The proposed profile arc was drawn and is shown in this illustration with a red dashed line.



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Chapter 3 Southwest Transitway
Social Effects Draft Environmental Impact Statement

Photo 3.6-6, Example Bridge Type



5. The next step is to model the proposed structure based on information provided in the Draft Environmental Impact Statement (DEIS). On page 2-46 a section of a proposed elevated track is provided with clarifying dimensions. This drawing is used as a basis for creating the 3d profile (shape) to be extruded along the proposed profile path (red dashed line) in SketchUp.

6. Although the above section shows exposed beams the Example Bridge Type in Chapter 3 Social Effects (Photo 3.6-6) shows the structure enclosed in concrete. The type of structure shown in photo 3.6.6 was used as the basis for design for the illustrations prepared by Nvizeon.

7. The profile based on a combination of the drawings from page 2-46 and photo 3.6-6 was drawn to scale in SketchUp and positioned at the beginning of the proposed path (red dashed line)

8. The section profile is extruded along the proposed path to create the solid structure representing the elevated bridge and ground between proposed retaining wall start and end points established on the concept drawings.

9. Additional details are added to the 3D model including the retaining walls beginning and ending at the points established in the concept drawings and allowing for a bridge over Cedar Lake Parkway. A mid span support was added to resemble the design in photo 3.6-6. Electrical poles, electrical wires, trains, and fencing were added to the 3D model in SketchUp.



10. Fencing for the 3D model was based on the illustrations provided in the DEIS shown in Elevation B.

Elevation B



(Before) Photograph provided by CIDNA representative (After) with proposed Cedar Lake Parkway Overpass Bridge

11. After the proposed bridge structure was built in the 3D computer model, photo matching techniques were used in the modeling software to create camera views in the 3d modeling software that were similar to each of the (4) existing conditions photographs. Images of the proposed bridge and retaining wall were exported from Sketchup and overlaid on to the existing photographs. Foreground objects like street signs, trees, telephone poles were removed from the layer representing the proposed bridge to create a representational composite image showing a proposed bridge in the context of (4) existing photographs. Scale figures and cars were added for height referencing.

In my opinion the (4) "after" images are an accurate representation of the proposed Cedar Lake Parkway Overpass Bridge, using the information contained in the Draft Environmental Impact Statement and photographs provided by CIDNA.



Phil Rader, CEO

Nvizeon, Inc.

ESI Engineering Report

December 5, 2012

Mr. Ed Ferlauto
Co-chair - Transportation Committee
Cedar-Isles-Dean Neighborhood Association
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Summary Report
Southwest Transitway Light Rail Noise and Vibration
Cedar-Isles-Dean Neighborhood Association – Minneapolis, Minnesota

Introduction

We understand the Cedar-Isles-Dean Neighborhood Association (CIDNA) is reviewing the Federal Transit Administrations and Hennepin County Regional Rail Authority's Draft Environmental Impact Statement (EIS) for the Southwest Light Rail Transit (LRT) project. The Southwest Transitway LRT is planned to operate along a 15-mile route between downtown Minneapolis and Eden Prairie. The route passes through the CIDNA neighborhoods, as shown in Figure 1 below. CIDNA has concerns about several issues related to this alignment, including the LRT noise and vibration impacts.

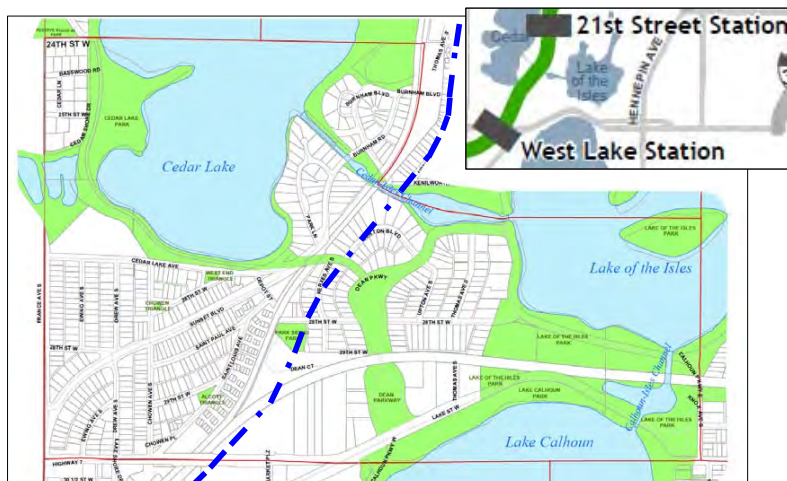


Figure 1 – Map showing the CIDNA neighborhood and inset of the Southwest Transitway route through the Kenilworth Corridor.

The DEIS includes an assessment of noise and vibration related to the construction and operation of the LRT system. ESI Engineering was asked to review the predicted noise and vibration impact as presented in the DEIS. This letter summarizes our findings.

The CIDNA neighborhood is in project segment A, as shown in Figure 2. Segment A is part of the "Locally Preferred Alternative", a route that is being recommended as the final alignment. Figure 3 is a compilation of drawings from the DEIS that show the preliminary plans in more detail.

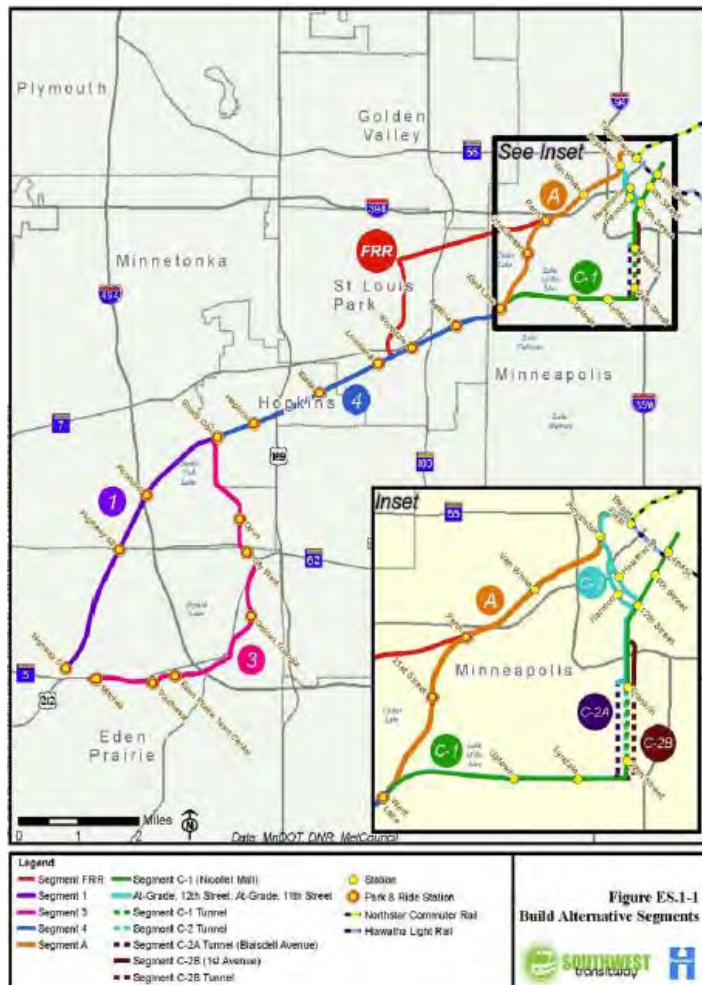
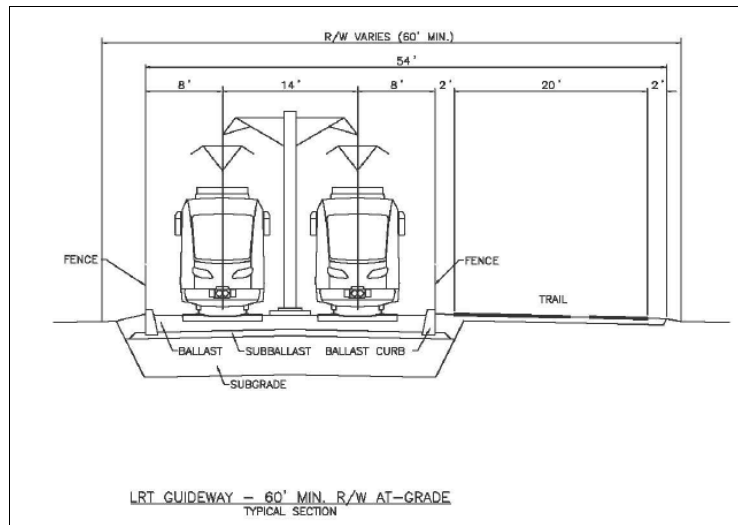




Figure 3 – Compilation of the LRT alignment through the Kenilworth Corridor.

Figure 4 is a section from the DEIS that shows the preliminary rail layout adjacent to a bike/walking trail, such as that along the Kenilworth Corridor. Figure 5 shows this section on an aerial photograph of the existing Kenilworth Corridor freight rail and bike/walking trail in an area that is very narrow. The nearest homes are approximately 30 feet from the centerline of the alignment.



**Figure 4 – A section showing the guideway adjacent to a bike / walking trail
(from the DEIS).**



Figure 5 – Photograph showing the proposed alignment in the Kenilworth Corridor.

The FTA's Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06, May 2006) was used in the DEIS to evaluate noise and vibration impacts. The document, commonly referred to as the FTA manual or the FTA guidelines, defines noise and vibration impact criteria for different categories of land use. For the airborne noise impact assessment, the CIDNA neighborhoods are considered a Land Use Category 2. Further, the noise metric used is the Day-Night Sound Level, or L_{dn} . The impact criteria are defined by a set of curves, as shown in Figure 6. There are two impact levels; Severe and Moderate. Measurements of existing noise are used to determine the impact threshold per the curves in Figure 6. The method outlined in the FTA manual requires the project to calculate the LRT related noise level and compare the results with the impact thresholds.

Because there are many thousands of potential receivers that could be affected by the LRT noise, in the DEIS the various receivers were grouped into “clusters” along each segment of the alignment. There is no map showing where the clusters are located, but there is a distance given for each cluster to the track, and a train speed. This information, along with the predicted train noise impact, is given in a Noise Assessment Table included in Appendix H of the DEIS.

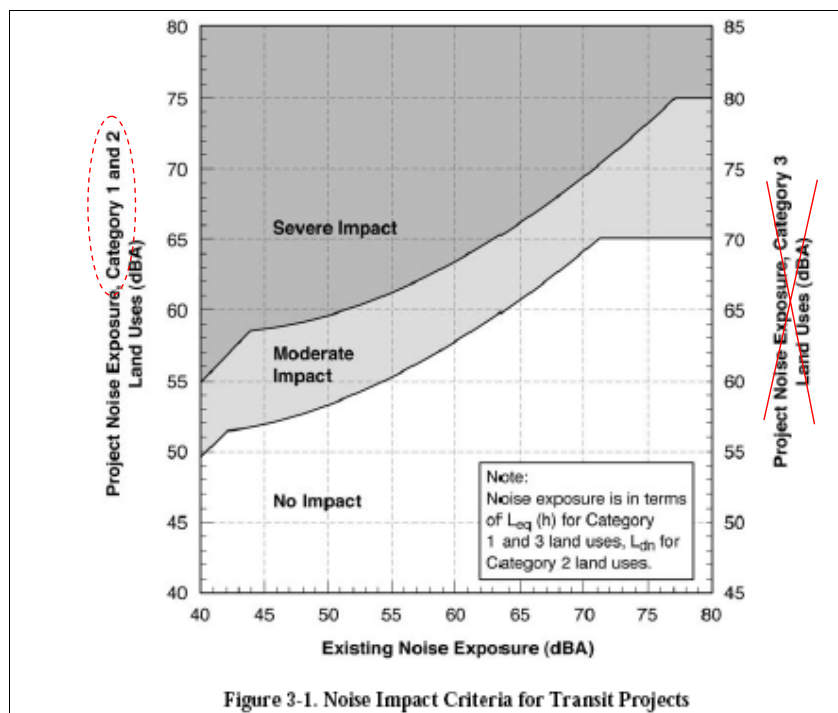


Figure 6 – The FTA's noise impact criteria.

Using the information provided, we also calculated the Noise Impact using the methods in the FTA Manual. Our calculations are summarized in a table included in Appendix A of this letter. The following summarizes the assumptions used in the calculations:

	<u>DEIS</u>	<u>ESI</u>
Cluster Identifier	A-A-WB-2-1	nearest homes
Train Sound Exposure Level	81 dBA	81 dBA
Train Speed	45 mph	45 mph
Number of Cars	3 cars	3 cars
Daytime volume	198 trains	198 trains
Nighttime volume	60 trains	60 trains
Distance to Nearest Receiver	49 ft	30 ft
Existing L_{dn} Noise Level	60 dBA	55 dBA

The differences in the assumptions are the distance to the nearest receiver and the existing noise level. The DEIS uses 49 ft as the distance to the cluster, where some homes are as close as 30 ft.

The DEIS uses the existing L_{dn} noise measurement from Site 31, which is 60 dBA, presumably because of traffic noise on Lake Street. The existing L_{dn} noise at Site 30 is 55 dBA, which we expect is more representative for existing noise along most of the corridor. The results of the DEIS and the ESI calculations are shown in Figure 7 below. The range for the ESI calculations includes the effects trains with bells and without bells. The DEIS calculations do not appear to include the effects of bells as the trains approach the West Lake Street Station. Further, the DEIS does not include the effects of the train horn.

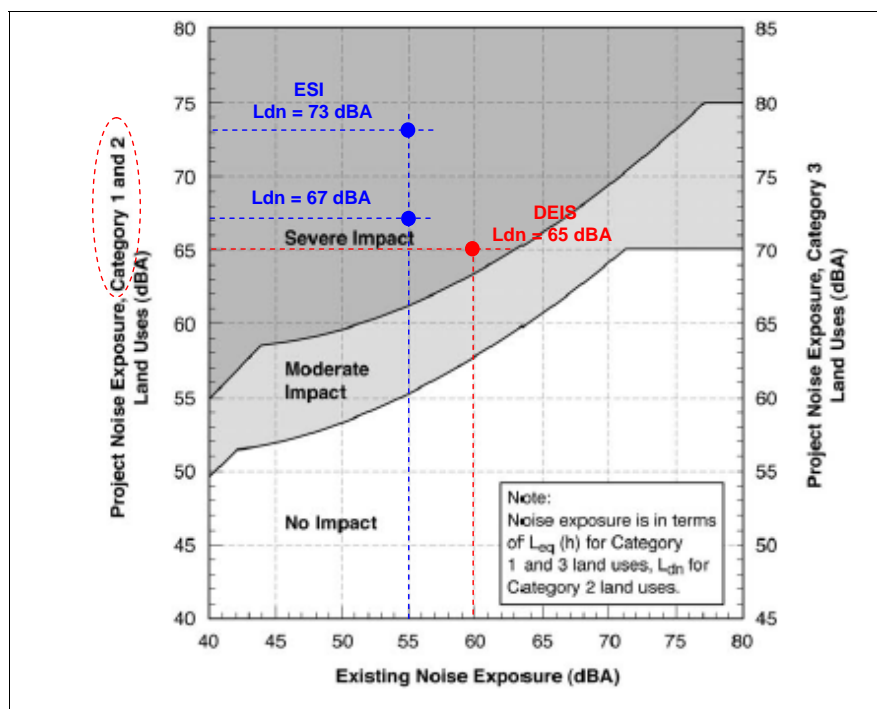


Figure 7 – A comparison of the DEIS (red) and ESI (blue) noise impact assessment.

The conclusion of both assessments is the same, that the noise impact is severe; however the ESI assessment uses a more realistic distance, existing noise exposure level and the effects of train bells. We did not find any mitigation methods in the DEIS to reduce the noise impact.

The following are additional comments on the noise impact assessment:

1. An Existing Noise Exposure level of $L_{dn} = 60$ dBA was assumed based on measurements near West Lake Street (Site No. 31), but we assume most of cluster A-A-WB-2-1 is located in an area similar to Site No. 30, which has an existing noise level of $L_{dn} = 55$ dBA. This reduces the impact criterion level.
2. Additional measurement of the existing noise exposure level are needed nearer the condo building more accurately evaluate the noise impact.
3. The DEIS "Noise Assessment Table - 2012 Update" uses a distance to track centerline of 49 ft for the nearest cluster, but the actual distance between track centerline and the nearest house is estimated to be about 30 ft.
4. Including bell noise traveling at 15 mph in the calculations increases the impact by about 6 dBA.
5. The DEIS "Noise Assessment Table - 2012 Update" uses the wrong moderate and severe impact levels. If the existing noise level is $L_{dn} = 60$ dBA, the impact criteria is 58 dBA for moderate and 63 dBA for severe, not 60 dBA for moderate and 64 dBA for severe as shown.
6. The impact criteria for an existing noise level of $L_{dn} = 55$ dBA (measurement Site No. 30) is 55 dBA for moderate and 61 dBA for severe.
7. The "Ambient Noise Impact Table - 2012 Updates" in Appendix H includes noise measurement results. The descriptions for Site No.'s 30 and 31 say that noise from several CT&W train events was removed. However the measurement is noted to indicate the freight train noise was included in the measurement. Which is correct?
8. The FTA manual does not have an adjustment for effects of elevation. No adjustment in the calculation for the height of the townhouses and condo buildings were included in the DEIS assessment.
9. Train horns were not used in the DEIS noise analysis. This is an issue at Cedar Lake Parkway if an at-grade-crossing is selected as an alternative to the bridge in the current design. Our calculations indicate that one train horn per hour at the Cedar Lake Parkway causes an impact that exceeds the Severe Impact criterion by 9 dBA at 50 ft.
10. If the train bells and horn are sounded from the front and rear of the 3 car trains simultaneously (as was done on the Hiawatha line), the noise exposure is greatly increased. This needs to be verified.
11. The distance from the track to the nearest cluster in the 2012 Update of the Noise Assessment Table is 49 feet. However, the nearest house is about 30 feet from the centerline of the alignment. The nearer distance increases the noise impact by about 2 dBA.
12. LRT speeds indicated on drawings in the DEIS are slower than 45 mph in much of the Kenilworth Corridor.

Vibration Impact

The FTA's Transit Noise and Vibration Impact Assessment was also used in the DEIS to evaluate the project vibration impacts. There are three levels of assessment outlined in the FTA manual; the screen procedure, the general assessment, and the detailed analysis. The general assessment was done in the DEIS. A detailed analysis will be required in the Final EIS, and will include vibration measurements.

There are very few details in the DEIS on the general vibration assessment that was performed and what assumptions were made. Again, there are three land use categories and the residences in the CIDNA neighborhoods fall into Category 2. The vibration impact level or criterion is 72 VdB for frequent events (more than 70 per day). The ground-borne noise criterion is 35 dBA. Ground-borne noise is the noise that is caused by surfaces in a building that vibrate and create pressure waves.

Using the information provided in the DEIS, we also calculated the Vibration Impact using the methods in the FTA Manual. Our calculations are summarized in a table included in Appendix B of this letter. The following summarizes the assumptions used in the calculations:

	<u>DEIS</u>	<u>ESI</u>
Cluster Identifier	A-A-WB-2-1	nearest homes
Train Speed	45 mph	45 mph
Number of Cars	3 cars	3 cars
Distance to Nearest Receiver	41 ft	30 ft

The DEIS and our calculations show that the project generated vibration and ground-borne noise will exceed the impact criteria of 72 VdB and 35 dBA, respectively.

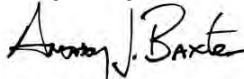
The following are additional comments on the vibration impact assessment:

1. The project generated vibration and ground-borne noise impact presented in the DEIS assumes the rails and train wheels are in perfect condition. Worn or corrugated rails and wheels with flats are known to increase vibration and ground-borne noise by as much as 10 dB.
2. The distance to the cluster A-A-WB-2-1, the nearest cluster, is shown in General Vibration Assessment Results at 41 feet vs. 49 feet in the Noise Assessment Table. This is inconsistent and there are residences that are closer than 41 feet.
3. Typically, a correction of -5 dB is added in the vibration calculations for wood framed houses. It does not appear that this correction was included in the DEIS General Vibration Assessment. The adjustment would reduce the DEIS vibration impact level from 73 VdB to 68 VdB, which is below the impact criterion of 72 VdB.
4. LRT speeds indicated on drawings in the DEIS are slower than 45 mph in much of the Kenilworth Corridor.

Please let me know if you have any questions or need more information.

Sincerely,

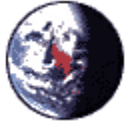
ESI Engineering, Inc.



Anthony J. Baxter, P.E.

Assumptions	Calculations					
	DEIS No Bells	ESI No Bells	ESI Bells @ 45 MPH	ESI Bells @ 15 MPH	ESI Horn & Bells @ 15 MPH	ESI LRT @ 25 mph
SEL _{int} , Sound Exposure Level	81 dBA	81 dBA	81 dBA	81 dBA	81 dBA	81 dBA
N _{cars} , No. of Cars	3	3	3	3	3	3
S _c , Speed of LRT	45 mph	45 mph	45 mph	45 mph	45 mph	25 mph
V _{dc} , Daytime LRT Volume	198 ÷ 15 = 13	13	13	13	13	13
V _{nc} , Nighttime LRT Volume	60 ÷ 9 = 7	7	7	7	7	7
S _h , Speed of Horn	-	-	-	-	15 mph	-
V _{dh} , Daytime Horn Volume	-	-	-	-	1	-
V _{nh} , Nighttime Horn Volume	-	-	-	-	-	-
S _b , Speed of Bells	-	-	45 mph	15 mph	15 mph	-
V _{db} , Daytime Bells Volume	-	-	198 ÷ 15 ÷ 2 = 7	7	7	-
V _{nb} , Nighttime Bells Volume	-	-	60 ÷ 9 ÷ 2 = 3	3	3	-
d, Distance to Track	49 ft	30 ft	30 ft	30 ft	30 ft	30 ft
Existing Noise Level	L _{dn} = 60 dBA (Site No. 31)	L _{dn} = 55 dBA (Site No. 30)	L _{dn} = 55 dBA (Site No. 30)	L _{dn} = 55 dBA (Site No. 30)	L _{dn} = 55 dBA (Site No. 30)	L _{dn} = 55 dBA (Site No. 30)
FTA Moderate Impact Criterion	60 dBA	55 dBA	55 dBA	55 dBA	55 dBA	55 dBA
FTA Severe Impact Criterion	64 dBA	61 dBA	61 dBA	61 dBA	61 dBA	61 dBA
Project Related Noise	L _{dn} = 65 dBA	L _{dn} = 67 dBA	L _{dn} = 70 dBA	L _{dn} = 73 dBA	L _{dn} = 75 dBA	L _{dn} = 62 dBA
Cumulative Noise Level	L _{dn} = 66 dBA	L _{dn} = 67 dBA	L _{dn} = 70 dBA	L _{dn} = 73 dBA	L _{dn} = 75 dBA	L _{dn} = 62 dBA
Increase Over Existing	+6 dBA	+12 dBA	+15 dBA	+19 dBA	+20 dBA	+7 dBA
FTA Impact Level	Severe	Severe	Severe	Severe	Severe	Severe
Exceedance Over Criterion	+1 dBA	+6 dBA	+9 dBA	+12 dBA	+14 dBA	+1 dBA

Land Use Category				DEIS	ESI - 1	ESI - 2	ESI - 3	ESI - 4	ESI - 5	ESI - 6
				2	2	2	2	2	2	2
Side of Track				WB	WB	WB	WB	WB	WB	WB
Distance from track centerline, ft				41 ft	30 ft	30 ft	30 ft	45 ft	45 ft	45 ft
Speed, mph				45 mph	45 mph	45 mph	45 mph	45 mph	45 mph	45 mph
RMS Velocity level, VdB re 1 micro in./sec				74 VdB	77 VdB	77 VdB	77 VdB	74 VdB	74 VdB	74 VdB
Factors Affecting Vibration Source										
Source Factor	Adjustment to Propagation Curve			Comments						
Speed	Reference Speed			Vibration level is approximately proportional to 20*log(speed/speedref). Sometimes the variation with speed has been observed to be as low as 10 to 15 log(speed/speedref).						
	Vehicle Speed	50 mph	30 mph							
	60 mph	+1.6 dB	+6.0 dB							
	50 mph	0.0 dB	+4.4 dB							
	40 mph	-1.9 dB	+2.5 dB							
Vehicle Parameters (not additive, apply greatest value only)	30 mph	-4.4 dB	0.0 dB							
	20 mph	-8.0 dB	-3.5 dB							
				-1 VdB	-1 VdB	-1 VdB	-1 VdB	-1 VdB	-1 VdB	-1 VdB
Vehicle with stiff primary suspension	+8 dB			Transit vehicles with stiff primary suspensions have been shown to create high vibration levels. Include this adjustment when the primary suspension has a vertical resonance frequency greater than 15 Hz.						
Resilient Wheels	+0 dB			Resilient wheels do not generally affect ground-borne vibration except at frequencies greater than about 80 Hz.						
Worn Wheels or Wheels with Flats	+10 dB			Wheel flats or wheels that are unevenly worn can cause high vibration levels. This can be prevented with wheel truing and slip-slide detectors to prevent the wheels from sliding on the track.						
Track Conditions (not additive, apply greatest value only)										
Worn or Corrugated Track	+10 dB			If both the wheels and the track are worn, only one adjustment should be used. Corrugated track is a common problem. Mill scale on new rail can cause higher vibration levels until the rail has been in use for some time.						
Special Trackwork	+10 dB			Wheel impacts at special trackwork will significantly increase vibration levels. The increase will be less at greater distances from the track.						
Jointed Track or Uneven Road Surfaces	+5 dB			Jointed track can cause higher vibration levels than welded track. Rough roads or expansion joints are sources of increased vibration for rubber-tire transit.						
Track Treatments (not additive, apply greatest value only)										
Floating Slab Trackbed	-15 dB			The reduction achieved with a floating slab trackbed is strongly dependent on the frequency characteristics of the vibration.						
Ballast Mats	-10 dB			Actual reduction is strongly dependent on frequency of vibration.						
High-Resilience Fasteners	-5 dB			Slab track with track fasteners that are very compliant in the vertical direction can reduce vibration at frequencies greater than 40 Hz.						
Factors Affecting Vibration Path										
Path Factor	Adjustment to Propagation Curve			Comments						
Resiliently Supported Ties	-10 dB			Resiliently supported tie systems have been found to provide very effective control of low-frequency vibration.						
Track Configuration (not additive, apply greatest value only)										
Type of Transit Structure	Relative to at-grade tie & ballast: Elevated structure -10 dB Open cut 0 dB			The general rule is the heavier the structure, the lower the vibration levels. Putting the track in cut may reduce the vibration levels slightly. Rock-based subways generate higher-frequency vibration.						
	Relative to bored subway tunnel in soil: Station -5 dB Cut and cover -3 dB Rock-based -15 dB			0 dB	0 dB	0 dB	0 dB	0 dB	0 dB	0 dB
Ground-borne Propagation Effects										
Geologic conditions that promote efficient vibration propagation	Efficient propagation in soil +10 dB			Refer to the text for guidance on identifying areas where efficient propagation is possible.						
	Propagation in rock layer	Dist. 50 ft +2 dB 100 ft +4 dB 150 ft +6 dB 200 ft +9 dB	Adjus. +2 dB +4 dB +6 dB +9 dB	The positive adjustment accounts for the lower attenuation of vibration in rock compared to soil. It is generally more difficult to excite vibrations in rock than in soil at the source.						
Coupling to building foundation	Wood Frame Houses -5 dB 1-2 Story Masonry -7 dB 3-4 Story Masonry -10 dB Large Masonry on Piles -10 dB Large Masonry on Spread Footings -13 dB Foundation in Rock 0 dB			The general rule is the heavier the building construction, the greater the coupling loss.						
				0 dB	-5 dB	0 dB	0 dB	-10 dB	0 dB	0 dB
Predicted Vibration Level (VdB)				73 VdB	71 VdB	76 VdB	86 VdB	63 VdB	73 VdB	83 VdB
Impact Criterion (VdB)				72 VdB	72 VdB	72 VdB	72 VdB	72 VdB	72 VdB	72 VdB
Exceedance Over Criterion (VdB)				+1 VdB	-1 VdB	+4 VdB	+14 VdB	-9 VdB	+1 VdB	+11 VdB
Factors Affecting Vibration Receiver										
Receiver Factor	Adjustment to Propagation Curve			Comments						
Floor-to-floor attenuation	1 to 5 floors above grade: -2 dB/floor 5 to 10 floors above grade: -1 dB/floor			This factor accounts for dispersion and attenuation of the vibration energy as it propagates through a building.						
Amplification due to resonances of floors, walls, and ceilings	+6 dB			The actual amplification will vary greatly depending on the type of construction. The amplification is lower near the wall/floor and wall/ceiling intersections.						
Conversion to Ground-borne Noise										
Noise Level in dBA (Peak frequency of ground vibration: Low frequency (<30 Hz): Typical (peak 30 to 60 Hz): High frequency (>60 Hz):)	-50 dB -35 dB -20 dB			Use these adjustments to estimate the A-weighted sound level given the average vibration velocity level of the room surfaces. See text for guidelines for selecting low, typical or high frequency characteristics. Use the high-frequency adjustment for subway tunnels in rock or if the dominant frequencies of the vibration spectrum are known to be 60 Hz or greater.						
				-	-35 dB	-35 dB	-35 dB	-35 dB	-35 dB	-35 dB
Predicted Ground-borne Noise (dBA)				-	36 dBA	41 dBA	51 dBA	50 dBA	38 dBA	48 dBA
Impact Criterion (dBA)				-	32 dBA	32 dBA	32 dBA	32 dBA	32 dBA	32 dBA
Exceedance Over Criterion (dBA)				-	+4 VdB	+9 VdB	+19 VdB	+18 VdB	+6 VdB	+16 VdB



Meg McMonigal
<mmcmonigal@stlouispark.org>

12/17/2012 04:33 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>

cc

bcc

Subject SW DEIS Comments

History:



This message has been forwarded.

Would you please provide a copy of all of the SW DEIS comments and public hearing comments received thus far and at the end of the comment period to me at the address below?

V

Thank you!

Meg J. McMonigal
Planning and Zoning Supervisor
City of St. Louis Park
5005 Minnetonka Boulevard
St. Louis Park, MN 55416
952-924-2573
mmcmonigal@stlouispark.org



"xcoe@comcast.net"
<xcoe@comcast.net>

12/17/2012 04:56 PM

To swcorridor@co.hennepin.mn.us

cc

bcc

Subject Proposed Light Rail: not a fan

As a resident who lives a block away from the Kenilworth Trail, and as someone who moved from Linden Hills to Kenwood in order to get away from airplane noise, this plan to plop an LRT right next door to me is not pleasing. The draft environmental-impact statement for this route notes many problems with this segment, yet concludes that the tradeoffs make them acceptable. Well, they may be acceptable to people who don't live here, but they're not acceptable to me. I can't see a high demand for light rail in this neighborhood: wouldn't it be more sensible to locate it in a denser neighborhood? Just because there's a freight rail there already isn't really a great reason to put the LRT there.

D

If built as proposed the segment of the light-rail route in this corridor would destroy the quiet of this beautiful urban green space.

D

E2

Why ruin one of the only remaining quiet areas on our Lakes? Must we always sacrifice the peace and quiet of neighborhoods so that people going through have a more convenient time of it? I live here: I work here. I need quiet to do my work here. If this light rail deal goes through, I hope my property values don't plummet. I have a lot of money invested in the house we live in here, and I pay hefty taxes, which I'm happy to do. But I'm not happy to sacrifice the quality of my life for "modest" benefits to air quality. I really hope this LRT doesn't happen this way, because it's a bad idea all around. Put it where people need it now: don't build it on the existing rail corridor for some future people.

D

E4

Sincerely,

Alexandra Coe
2700 Kenilworth Place
Minneapolis, MN 55405

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David Howd
<dhowd522@msn.com>

12/17/2012 05:23 PM

To Southwest Corridor <swcorridor@co.hennepin.mn.us>

cc

bcc

Subject Suggested new alternate for St. Louis Park

Hello

My name is David Howd and I attended the public hearing held on November 14th.

Attached are 3 small pdf files with a very rough proposal for the route of the freight line through St. Louis park that was a point of concern at the meeting.

My proposal is to lower the line from Minnetonka Blvd to Hiway 7 into a sunken rail bed similar to what was in the location of the Midtown Greenway.

I do not consider it a comment on the DEIS but a suggested concept I developed based on the conditions of the relocation that I summarize below.

Please excuse me if you have already looked at this idea in some form or another. As an architect I did considerable site planning design work using images from Google Earth that are scaleable. The drawings may be somewhat difficult to read due to the very small scale used to make letter sized plots.

I have done this as a planning graphic exercise but feel it perhaps may be of real value if not previously considered.

LOGIC FOR LOWERED TRACK IN ST. LOUIS PARK

The reason sated for needing to relocate the freight line from the current Kenilworth location mentions that the original freight line was cut off at Hiawatha Ave.

I think a more informative description would be " the freight line that originally ran on the sunken rail bed that extends east to west at approximately 29th street was re-routed around downtown Minneapolis in order to create the Midtown Greenway which would provide a bike path un-interrupted by crossing streets."

Essentially the VALUE of the lowered rail line to the street level traffic was given to the bikeway. The BURDEN of the rail line crossing streets and being adjacent to residential was put onto the Kenilworth line area.

Now for the Southwest Corridor to be built the BURDEN of the rail line crossing streets and being adjacent to residential is being transferred to the folks in St. Louis Park.

My proposal is to mitigate the BURDEN of the rail line crossing streets and being adjacent to residential by creating a VALUE of having the freight line running in a sunken rail bed through the south portion of the line in St. Louis Park particularly near the high school.

The proposed plan is very rough and may be deemed impractical by technical clearances and design factors of railroad lines and streets. It does have some details worked out if you study the small drawings closely, such as having Highway 7 go over the rail lines.

Thank you and please feel free to contact me if you have any questions.

I do not request any compensation for this planning. Please feel free to use these drawings in the best interests of the Southwest Corridor and Hennipen County.

David Howd
1246 Shryer Ave W

G2

G2

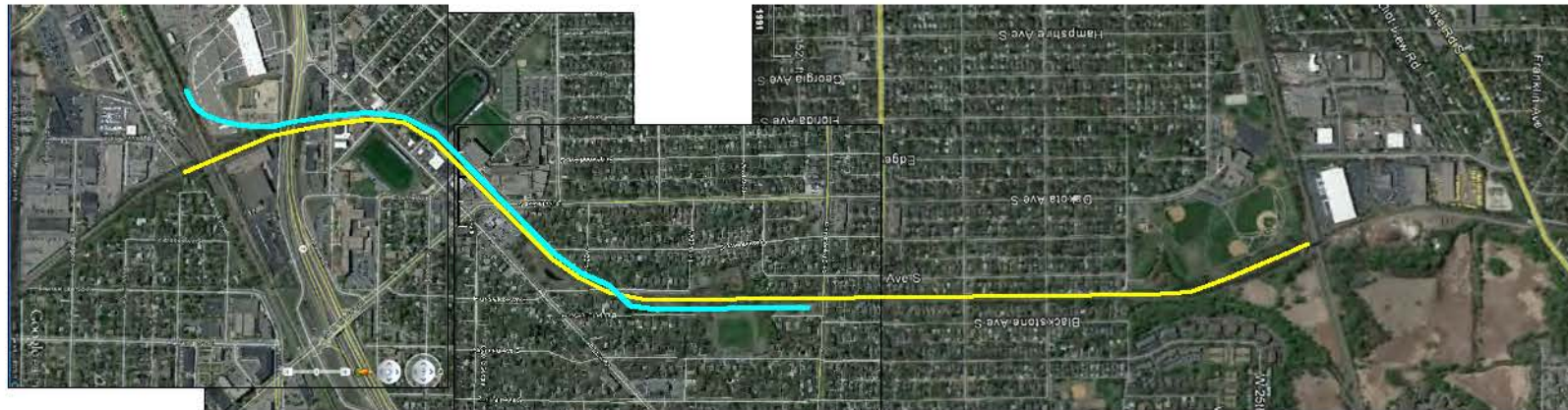
C

Roseville, MN 55113

651-31-0172

Length of MN&S rail line from south to north between connecting rail lines: 9,400 ft

Proposed length of MN&S line to be sunken to allow streets to pass over: 4,900 ft



Partial plan of St. Louis Park
(rotated with west to left)



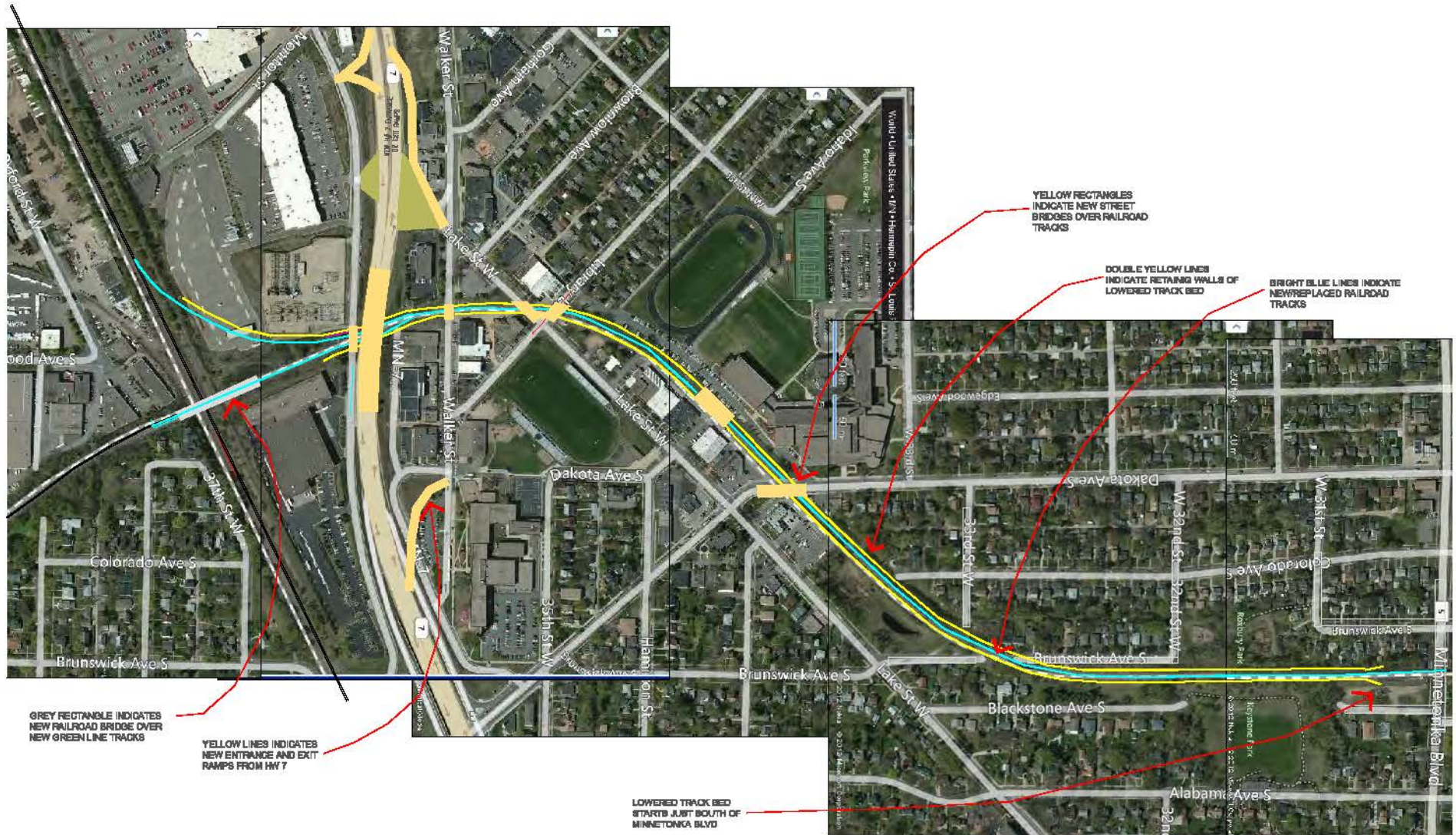
Length of Midtown Greenway between Lake of the Asiles and Hiawatha Ave: 16,670 ft

Existing length of Midtown Greenway that is sunken to allow streets to pass over: 13,350 ft



Partial plan of Minneapolis



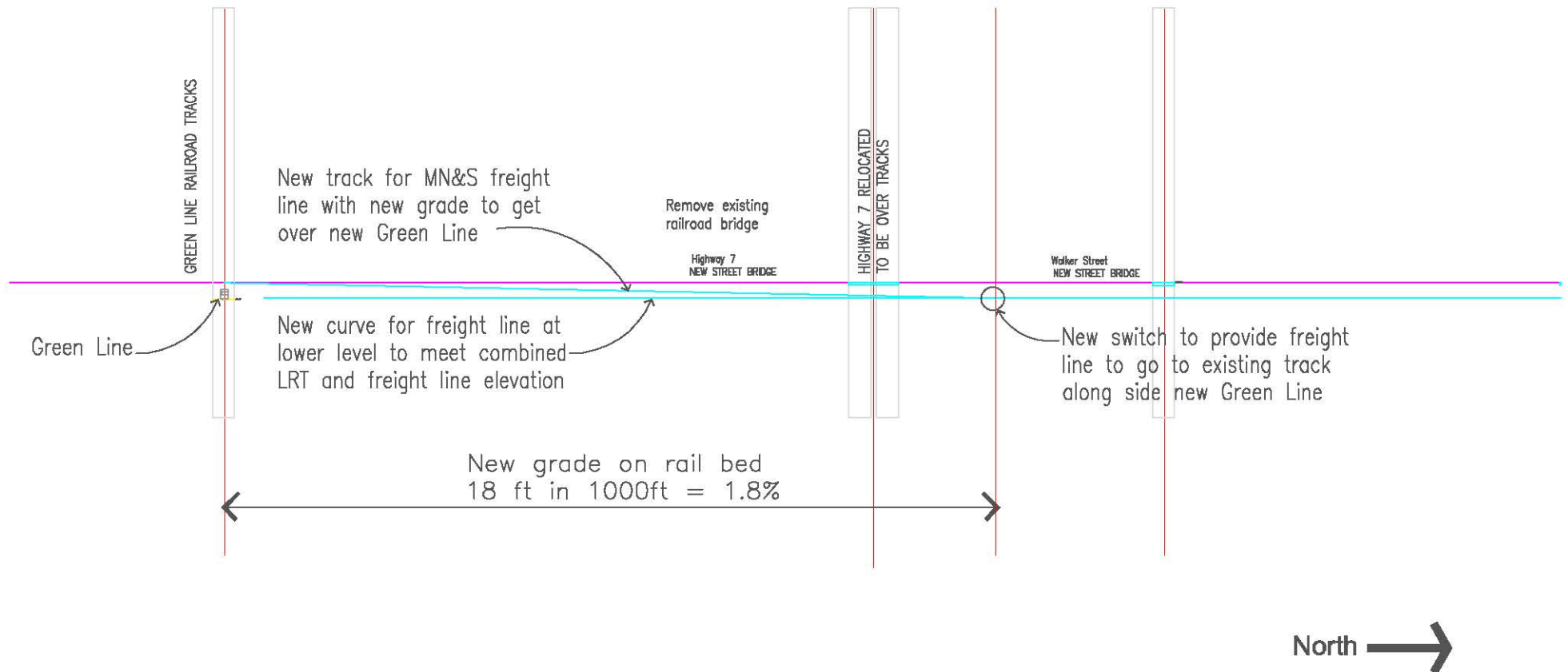


STUDY TO LOWER THE MN&S RAIL LINE
BELOW STREET LEVEL IN ST. LOUIS PARK
Suggested proposal by David Howd

PLAN AT HIGH SCHOOL

951
Date: December 17, 2012

New entrances to HW 7 to increase distance for grade over lowered tracks with new HW 7 bridge over tracks with 800 ft ramp with 2.5% grade





meurban58@aol.com

12/17/2012 08:21 PM

To swcorridor@co.hennepin.mn.us

cc

bcc

Subject SW light rail comment

My name is Marcia E. Urban, 3164 Dean Ct, Minneapolis, MN 55416. (meurban58@aol.com) I am a 20 year resident of this neighborhood and have lived in two home where either my back yard was the Kenilworth trail/train way or my front door.

Currently, the front door of my home faces the SW transit corridor. Trains will be running approximately two car lengths from my home. I will be greatly impacted by how the transit way will be developed.

I am a mass transit user as I take the bus to work downtown and I really appreciate the light rail to take to the airport which I do for both business and pleasure by making the connection from bus to rail. I look forward to a city with lots of options in transit, but I wish to comment on how the current proposal negatively impacts my life and my home.

First, the plan to have a fly over bridge will have the train running at my second level of my home where my bedrooms are located. There will be significant noise at this point as there is a curve in the transit way right before the bridge. This noise will severely impact my quality of life and sleep. A way to mitigate this would be to have a tunnel through this area or at least a covered trench of some sort. In addition, the vibration from the trains running every 3-1/2 to 5 minutes will impact the construction of my brick and stucco home.

E8

I also will be very close to where the electric wires will be above the train. This is of course because my home will be approximately 2 car lengths from the transit way. These wires will be at the level of my second story or just above the roof line due to the rise of the bridge at approximately my home.

N11

E8

This bridge will also cut the Cedar/Dean/Isles neighborhood into two pieces. Currently we have a bike path that runs along the track and that crosses this transit way a few blocks south of my home and just about a block north of my home. There are children in our neighborhood who bike and run from their homes to the Park Siding Park and this above ground train track will impact the safety of getting to and from homes to the park and cedar lake.

E8

I would like to see the Met council mitigate the safety, noise and visual concerns by considering a tunnel or a trench through this very, very narrow area of the transit way not cut our neighborhood in two with a bridge in the park system.

E8

I look forward to hearing more on how you plan to address these concerns.

Marcia urban

Draft Environmental Impact Statement Comment Form

Southwest Transitway Project



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

The DEIS discusses: (1) the purpose and need for the project; (2) the alternatives considered; (3) the impacts of these alternatives; and (4) the agencies and persons consulted.

Comments on the DEIS will be accepted through December 11, 2012. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

The Problem At the Cedar Lake Park / Kenilworth Trail crossing has been an insurmountable problem from the beginning. The available land simply isn't wide enough to accommodate 2 train tracks and the bike trail. Tunneling is not an option due to the water table. A large long concrete bridge will destroy the aesthetics and the property values. E8

This was a known problem that everyone (especially Gail Doreman) chose to ignore! The proper decision was to route the trail east to Lyndale then north on Lyndale - (they're going to need a "spur" there anyway and the aggregate costs are the same. Instead they chose to "cost" the present route and not include the spur to Lyndale. This entire portion of the route should be revisited. G2

Don't the people along Lyndale deserve train service? Or is this just for people who chose to live in Eden Prairie. Why should mpls give up a nice park and property values for them?

Name: Mike Fadlovich
Address: _____
City/State/Zip: 1804 OLIVER AV S.

Telephone: Mpls Email: 612/377-0602

slow and mike @ earthlink.net
Thank you!



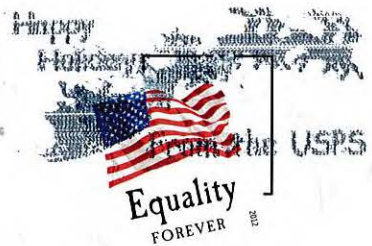
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transitway

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Fadlovich/d'Autremont
1804 Oliver Ave. S.
Minneapolis, Minn. 55405

MINNEAPOLIS MN 554

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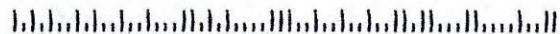
Hennepin County

Housing, Community Works & Transit
ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

5541501043 C089



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Draft Environmental Impact Statement Comment Form

Southwest Transitway Project



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

The DEIS disc
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Public hear
www.southv

lease visit

The area between Lake Street and Penn Avenue begins as a quiet residential neighborhood on either side of the Kenilworth Channel between Lake of the Isles and Cedar Lake. This gives way to parkland along the east side of Cedar Lake. In the middle of this urban oasis runs a critical segment of the Minneapolis system of bicycle trails, used by hundreds of commuters and recreational bikers every day for much of the year.

This area has coexisted for decades in relative harmony with the remnants of a once-busier freight-rail corridor. The current daily handful of slow diesel trains poses little real disturbance. If built as proposed, however, the segment of the light-rail route in this corridor would fundamentally and irrevocably alter the character of this beautiful urban green space.

The infrastructure for electrically powered light-rail transit would permanently deface the entire area. Running more than 250 trains through this corridor each day from dawn to midnight would significantly diminish its desirability as a place to live. Property values would fall; tax revenue would drop accordingly. Some studies do show increased property values in proximity to light-rail lines, but they are not relevant to this project. For good reasons, light rail is not typically put in the midst of highly developed residential and recreational areas.

The visual impact of the needed infrastructure, combined with the noise and even the danger of more than 250 fast trains per day, would also greatly erode the attractiveness of this part of the recreational and commuter bicycle trail system. Many who now commute by bicycle might well choose to drive instead (which would be an ironic consequence of a project designed in part to reduce traffic). Recreational bicyclists will simply go elsewhere.

The project includes a station at W. 21st Street, a placement that makes no sense. This is an isolated location along parkland, not close to any major streets. It would be inconvenient to access; parking is limited, and a park-and-ride lot there would be contrary to Minneapolis policy. Serious questions have been raised about the actual use of this station, since local residents don't need it, given their proximity to downtown, and the appeal to suburban riders heading toward town is not obvious.

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I1,I2

Name:

Barbara Lundgren

Address:

2425 Sheridan Ave So.

City/State/Zip:

Mpls. Mn. 55405

Telephone:

612-377-9078

Email:

Barbaralundgren55405@yahoo.com

Thank you!



SOUTHWEST
transitway

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Lundgren
2425 Sheridan Ave S
Minneapolis, MN 55405

MINNEAPOLIS MN 554

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forever

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

55415184300

Fold here



Kolean Pitner
<kpitner@comcast.net>

12/18/2012 10:34 AM

To swcorridor@co.hennepin.mn.us

cc

bcc

Subject SW LRT DEIS

Hello,

I want to let you know that I wholeheartedly support the Kenwood Isles Area Association's response to the DEIS. Relocation of the freight rail; a feasibility study of trenching or tunneling of the LRT at Cedar Lake Parkway; effective noise mitigation; preservation of green space; adverse visual impact mitigation; and study of traffic impact, light pollution, vibration and public safety are absolutely necessary for the successful implementation of this project.

I implore you to work with the KIAA to solve these issues in a positive and productive way.

Sincerely,

Kolean Pitner

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Kolean Pitner
2576 Upton Avenue South
Minneapolis, MN 55405
Home Phone: 612-377-0097
Cell Phone: 612-247-1435



"Hagen, James"
<jamesh@amerdental.com>
12/18/2012 10:52 AM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Business Owner

To Whom It May Concern:

I'm the President/Owner of American Dental Accessories in Saint Louis Park, MN. I wholeheartedly support the Southwest LRT train for myself, the office, and community. As a former resident of NYC, I fully realize the benefits of efficient public transportation, and given the climate in Minnesota we cannot rely on the current options, biking (as many of our employees do in the warmer months) and buses.

A

I'm looking forward to following the development of this project. Please let me know how I can help.

Kind regards,

James Hagen



Elise Durbin
<edurbin@eminnetonka.com>

12/18/2012 11:27 AM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>

cc

bcc

Subject DEIS comments

Attached you will find comments from the City of Minnetonka. We will also be submitting a hard copy in today's mail.

Thank you for the opportunity to comment.

Elise Durbin, AICP

Community Development Supervisor

City of Minnetonka | 14600 Minnetonka Blvd | Minnetonka, MN 55345
p: 952.939.8285 | edurbin@eminnetonka.com



City of
minnetonka

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

December 14, 2012

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

SUBJECT: Southwest LRT DEIS Comments

To Whom It May Concern:

The City of Minnetonka has reviewed the Southwest Transitway Draft Environmental Impact Statement. Attached you will find the city's comments and concerns regarding the Southwest LRT line.

We appreciate the opportunity to review the DEIS, to provide comments, and look forward to continuing to work with you and the Metropolitan Council on this project.

Sincerely,

Julie Wischnack, AICP
Community Development Director

Enclosure

Chapter Two: Alternatives Considered			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
2-32	A total of 250 surface parking spaces are shown at the Shady Oak Road Station	Varying numbers have been proposed previously, but typically it has been 350 parking stalls	More work needs to be completed to better define these numbers. Collaboration between the SWLRT project and the Community Works project needs to occur in order to make sure there is consistency among all components of the project.
2-32	The park and ride locations and size of facilities need to be further explored.	The city anticipates that with the size of the park and ride at the Shady Oak station, the park and ride facility will need to be structured. Access directly off Excelsior Boulevard may cause congestions and an alternate access must be explored for consideration.	The exact location of the park and rides and potential for shared parking with the surrounding development, as well as the exact size, and whether the facility is surface or structure must be explored further as part of the project.
2-50 to 2-51	Traction Power Substations, Signal Bungalows, and any other signal cabinets	Location, design, placement and screening is unknown.	The location, placement, and screening of the Traction Power Substations and other signal cabinets must be closely coordinated with the City of Minnetonka. This equipment must be located, screened, and designed as appropriate to avoid impacts to existing and future developments.
2-53	No mention that Minnetonka is an opt-out community	While Minnetonka is an opt-out that utilizes Metro Transit for its service, it has a contract to do so. If the contract were to be cancelled, then the bus services may be modified.	Add language or acknowledge Minnetonka's status as an opt-out community

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Chapter Three: Social Effects			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
3-7	Land Use descriptions along the corridor	There is no mention as to when the land use plan used to describe this section was adopted.	As land use plans periodically change, it is important to note which year the plan was adopted that was used for this evaluation.
3-23	In the City of Minnetonka Comprehensive Plan, the summary lists the Golden Triangle	The Golden Triangle is located in Eden Prairie- not Minnetonka.	The words Golden Triangle should be removed and replaced by Opus.
3-23	Table on page 3-23	The City of Minnetonka section summary inaccurately describes the Opus area as the Golden Triangle.	Change to reflect "Opus Area"
Section 3.2	Neighborhood Community Services and Community Cohesion Impacts	This section contains relevant community information and data. The data is however, not translated into how any of the LRT alignments would affect local community services or cohesion. In alignment LRT 3A, the Opus and Shady Oak area, in particular, would generally be underserved but ready for additional opportunities. The LRT 1A alignment, Rowland and Highway 62 station area in Minnetonka would likely disrupt community services and cohesion. The planning for additional impacts around these stations is not planned in the City's comprehensive plan.	Show how LRT alignments would affect local community services or cohesion.

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3-38	Mitigation during the construction period	The DEIS states that more specific plans will be developed later for mitigation for businesses and residents. Because of the length of time for construction it is important that these plans are thoroughly developed and communicated before construction begins.	As plans are developed, consult with local businesses and residents about the plans to make sure they are on track. Once plans are developed and during construction, clearly communicate them to the businesses and residents. There should be some discussion about support for businesses along the line, such as the "Open to Business" program.
3-57	Segment 3, the DEIS notes that the LRT is not expected to affect community connectivity--including trails and roadway.	Opus has a pedestrian network of nearly 6 miles of trails. Appendix F shows multiple trail segments being removed as part of the project.	See comments for Appendix F.
3-68	Section 3.3.1 - The last line of the paragraph and the bullet points are in this section and also in Section 3.3.5.	Exact information is duplicate. It seems more appropriate in Section 3.3.5 since 3.3.1 is about legal and regulatory review and 3.3.5 is about acquisition and relocation.	Delete the line and bullet points from section 3.3.1 and leave it in 3.3.5 where it is more appropriate.
3-72	Section heading does not seem appropriate or the subject matter.	While there is some discussion in the section about mitigating or lessening impacts, the main subject matter of the section is Acquisition.	Change the heading of the section to "Acquisition".
3-84 to 3-86	There is a Restrictive Covenant on property PID 3611722210002 which states the property must only be used for parkland and open space purposes.	The current alignment shows LRT through part of this parcel.	Appropriate approvals to have the alignment through this area will need to be obtained from the City of Minnetonka and any other relevant parties.
3-84 to 3-86	The city has a Declaration of Tree Preservation Easement on the property located at 5450 Feltl Road (PID: 3611722220010).	The plan appears to propose track installation and grading as well as realignment of Smetana Rd and Feltl Rd within the easement area.	Appropriate approvals to have the alignment through this area will need to be obtained from the City of Minnetonka and any other relevant parties.
3-84 to 3-86	The city has a Conservation Easement on the property located at 5101 Nolan Drive (PID: 2611722440106).	The plan appears to propose a bridge through the east side of the conservation easement.	Appropriate approvals to have the alignment through this area will need to be obtained from the City of Minnetonka and any other relevant parties.

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3-112	<p>"North of Smetana Road the alignment is on a bridge to cross over ponds and existing freight rail lines. The proposed structure, along with catenary poles and wires, could have substantial visual impacts on sensitive receptors in the multi-family residential development on the east side of the corridor."</p>	<p>Documents only the multi-family residential on the east side of the LRT alignment north of Smetana Road and the visual impacts to those properties.</p> <p>The rail line, catenary poles and wires will have a negative visual impact, in addition to potential negative environmental impacts, adjacent to the multi-family residential developments to the north (Deer Ridge Townhomes) and South (Claremont) of Smetana Road with LRT 3A. As acquisition of land will be needed to route the corridor through these residential areas, the primary viewers will be residents and Opus trail users. Adjacent to the Claremont, existing vegetation is comprised of high quality tree resources and although mostly deciduous, removal will decrease existing buffering during leaf-on conditions and provide even less buffering during leaf-off season. Although the corridor elevation is lower than the residential buildings south of Smetana Road, attention to aesthetic should not be underestimated.</p> <p>Generally LRT 1A would have negative visual impacts on existing single family residential neighborhoods and Minnesota River Bluffs LRT Regional Trail Users.</p>	<p>Mitigate the additional visual and potential impacts to residential properties.</p>
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Chapter Four: Environmental Effects			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
4-2	Section 4.1.1 The incorrect daily amount was stated under the regulation for a waters appropriations permit.	<p>Per the MN DNR's website Minnesota Statute 103G.265 requires the Department of Natural Resources to manage water resources to ensure an adequate supply to meet long-range seasonal requirements for domestic, agricultural, fish and wildlife, recreational, power, navigation, and quality control purposes. The Water Appropriation Permit Program exists to balance competing management objectives that include both development and protection of Minnesota's water resources.</p> <p>A water use permit from DNR Waters is required for all users withdrawing more than 10,000 gallons of water per day or 1 million gallons per year.</p> <p>There are several exemptions to water appropriation permit requirements: domestic uses serving less than 25 persons for general residential purposes, test pumping of a ground water source, reuse of water already authorized by a permit (e.g., water purchased from a municipal water system), or certain agricultural drainage systems (check with your area hydrologist for applicability).</p>	The accurate number of gallons per day should be reflected in the final EIS.

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4-21, 4-23, 4-24 and page 196 of appen dix H	Ensure that any permanent water removal does not result in negative impacts to ground water or surface waters.	<p>Sections 4.1.4.2 - States there is a possible need for permanent water removal at both segments 1 and 3 and possibly a second area.</p> <p>Mitigation sections (4.1.6) lists methods to minimize impacts and Appendix H (page 196) indicates the permanent water removal or the cut below the water table will not impact wells since the closest well is at least 800 feet away. It further states that if water is diverted into or away from wetlands that the work will be engineered to minimize the impacts.</p>	The engineering should be designed to prevent any impacts versus minimizing them.
4-24 to 4-44	<p>Section 4.2, Water Resources, does not recognize Minnetonka's ordinances or regulation as it relates to wetlands, floodplains, shorelands, storm water management or grading and erosion control except in Table 4.2-1 which identifies Minnetonka as being the LGU under the WCA and references Minnetonka's role in project review and approval.</p> <p>It should also be noted that the city has a tree protection ordinance.</p>	<p>Appropriate permits must be acquired and mitigation strategies must follow the city's rules. For example Section 4.2.2.2 on page 4-32 discusses mitigation strategies for impacts to wetlands. Since the DEIS does not recognize that Minnetonka has a wetland ordinance that requires wetland mitigation in the amount of 1:1 for any amount of wetland fill (no De minimis), wetland mitigation is not mentioned as a strategy to offset the impacts.</p>	<p>Section 4.2.1.5--Local: Cities (page 4-28) - speaks in detail to Eden Prairie's regulation and mentions Mpls', Minnetonka's and St. Louis Park's. This section should be more developed to recognize each community's regulation to ensure appropriate planning and compliance. For example, Minnetonka has a grading and erosion control ordinance triggered by land disturbance of area encompassing 5,000 square feet or 50 cubic yards, that requires compliance with specific standards and the installation and maintenance of best management practices.</p> <p>The city's floodplain ordinance does not allow compensatory water storage to be located in an area of regulated trees. The city views the removal of trees to provide compensatory water storage as a mismanagement of natural resources.</p>

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			<p>Section 4.2.2.1 100-year Floodplain (page 4-30) and Figure 4.2-2 (page 4-31) does not recognize the city's 100-year flood areas. This is problematic if fill or alteration occurs.</p> <p>Figures 4.2-3 and 4.2-4 and 4.2-5 (pages 4-36 through 4-38) may not have the city's 100-year flood elevations identified.</p> <p>Although tree impacts are not covered in this section it should be noted that Minnetonka has a tree protection ordinance that regulates tree removal and mitigation.</p> <p>Section 4.2.2.2 Wetlands, Streams and Lakes (page 4-32)- Minnetonka's ordinances relating to wetlands and shorelands are not identified and therefore necessary permits at the local level may not be acquired and appropriate mitigation may not occur. As previously stated, Minnetonka has a wetland ordinance that requires any wetland fill to be mitigated at a rate of 1:1, wetland mitigation is not mentioned as a strategy to offset impacts.</p> <p>Table 4.2-2 (page 4-34) Minnetonka should be added as a permitting agency for wetland and floodplain areas.</p> <p>Section 4.2.4 Short Term Construction Effects (page 4-42) Compliance with Minnetonka's regulation and storm water regulation will be required.</p>
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			Section 4.2.5 Mitigation (page 4-43) Recognize local rules so appropriate permitting and compliance can be achieved.
4-28	The City of Minnetonka requires a grading and erosion control permit for land disturbance greater than 5,000 square feet or 50 cubic yards	The City of Minnetonka has a city ordinance requiring such a permit to be obtained	Section 4.2.1.5-- Local: Cities Insert the following language into this section: "The City of Minnetonka requires a grading and erosion control permit for land disturbance activities that are greater than 5,000 square feet or 50 cubic yards."
4-30	The City of Minnetonka's Water Resource Management Plan (WRMP) has identified and regulates additional floodplain areas, outside of FEMA floodplain	The City of Minnetonka has a Floodplain District ordinance requiring floodplain areas identified by FEMA and the city's WRMP be regulated. The ordinance requires any fill be mitigated at a one to one ratio. The 100-year floodplain areas mapped under the city's WRMP can be obtained on the city's website or via a request for the city's GIS layer	Section 4.2.2.1 100-year floodplain and Section 4.2.3.1 Floodplains Include floodplain information from the City of Minnetonka's WRMP in the analysis of floodplain impacts.
4-31 and 4-36 through 4-38	Proper identification of forest resources on Figures 4.2-2, 4.2-3 and 4.2-4 and 4.2-5.	It does not appear that the referenced Figures accurately illustrate the deciduous forests, specifically the oak woodland, and brushland behind the Claremont Apartments just north of the proposed Opus station.	Re-evaluate the segments and identify and map the existing forest resources.

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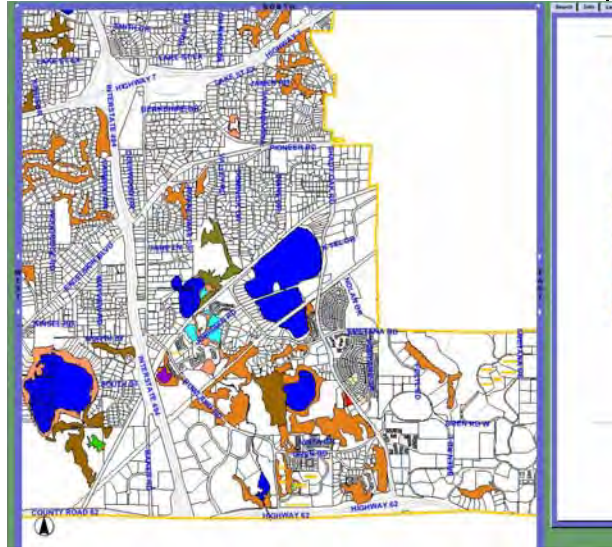
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4-47	<p>Figure 4.3-1 - It is difficult to see if all of the Minnesota Land Cover Classification System (MLCCS) remnant communities are depicted in this map because the resolution is poor. In Minnetonka there are several areas; a tamarack swamp SE of Glen Lake, semi permanently flooded cattail marsh E of Lake Minnetoga and an oak woodland brushland SW of the Conservatory Apartments. Additionally there are several other emergent wetland communities.</p>	<p>If the MLCCS designated remnant communities are not included, potential impacts and restoration will not be addressed.</p>	<p>Confirm that the MLCCS information is recorded and provide a map with higher resolution or provide maps of these communities for each city so the information can be reviewed.</p> <p>Attached is map reflecting Minnetonka's MLCCS for the area.</p> 
4-52	<p>4.3.3.2 Native Habitats, Table 4.3-1 - In the comments under alternative 3A it is not clear if the MLCCS designation of oak woodland brushland located southwest of the Claremont Apartments and north of the Opus Station is included.</p>	<p>If it is not included potential impacts and restoration will not be addressed.</p>	<p>Confirm that it is recorded in the existing conditions.</p>

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4-53	Invasive species management plan mentioned in sections 4.3.3.4 Invasive Species, 4.3.4 Short-Term Construction Effects, and 4.3.5 Mitigation	Minnetonka is involved in restoration activities of natural habitats. The city appreciates the foresight in developing an invasive species management plan and would like to review the final plan.	Provide plan for city review and approval.
4-54 and 4-55	Is the summary depicting the potential impacts for Minnetonka's habitats if the city's existing MLCCS designated remnant communities are not accurately reflected in the existing conditions?	If the communities are not accurately included potential impacts and restoration will not be addressed.	Confirm that Minnetonka's MLCCS designated remnant communities are accurately recorded in the existing conditions.
4-61	Section 4.4.4 Long-Term Effects, the tamarack swamp located SE of Glen Lake is not identified.	If it is not identified how will the impacts be evaluated?	Determine if the alignment for LRT 1A will have any potential impacts to this resource.
4-103	Noise related to horns and bells at all at-grade crossings	Impacts to adjacent residents.	Quiet zones should be considered for implementation at all at-grade crossings to eliminate noise from bells and horns.
4-103 to 4-104	"Construction contractors <i>should</i> be required to develop a noise mitigation plan" and discusses what should be included.	The plan MUST be developed and include requirements from the city.	City must be involved in approval of the Construction Noise Mitigation Plan steps and approvals prior to work beginning.
4-118	DEIS references final EIS that is not yet completed.	Mitigation measures will be based on this document.	City needs an opportunity to review and provide input on findings.
4-119 and 4-127	On-going maintenance practices associated with light rail.	Section 4.9 discusses Hazardous and Contaminated Materials. The collection and disposal of oils, grease and other wastes is documented in the Draft EIS. Will salt be used during winter snow removal operations? If so, how will the amounts be monitored? Both Minnehaha and Nine Mile Creek are chloride impaired so salt use may be an issue.	Address the use of salt in the final document.

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Chapter Five: Economic Effects			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
Section 5.2	Station Area Development	Environmental Metrics – Concur with the report that LRT 1A is inconsistent with the Minnetonka Comprehensive Plan. If selected, recreating transit-friendly station areas west of the Shady Oak Station would pose significant challenges given the existing land use pattern and transportation systems.	None—concur with the report.
Section 5.2	Station Area Development	Environmental Metrics – LRT 1A and 3A for Shady Oak Station Area. The Short-term impacts described in Section 5.2.2 make no mention that this station is essentially “land-locked” by private land holdings. The document does not identify in any generality how these issues impact station area development.	Access and landownership issues identified in the DEIS will need a resolution in order for the Shady Oak station to come on-line.

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Chapter Six: Transportation Effects			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
6-53	Figure 6.3-2 does not reflect all trails in Opus and along Shady Oak Road.	The Opus trails need to be documented as they are important for connectivity to/from the proposed station and the businesses and residential in the area. The LRT will impact some of these trails as shown in Appendix F.	Document all trails.

P9

Chapter Nine: Indirect Effects and Cumulative Impacts			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
9-37, 9-38, 9-39	DEIS states that no mitigation is required for Transit Effects, Effects on Roadways and Other Transportation Effects including trails.	Effects to local transportation systems affected by the Southwest LRT must be included as a part of the overall study for potential improvements needed to eliminate increased congestion and impacts. DEIS states that because the indirect effects and cumulative impacts are expected to be beneficial, no mitigation is needed. Impacts could require substantial dollars for improvements.	Study area limits must be reviewed and defined with the city to determine overall impacts to local infrastructure systems.

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Chapter Twelve: Public Agency Coordination and Comments			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
12-4 and 12-15	Minnetonka has regulations not identified in Table 12.2-2 Preliminary List of Required Permits. These include wetland, floodplain, shoreland, erosion control, steep slope and tree protection ordinance as well as stormwater regulation.	The appropriate permits may not be acquired at the local level.	Include the above referenced Minnetonka items in the list of permits to be obtained.

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Appendix F- Part 1: Conceptual Engineering Drawings

Page Number	Issue	Why is this an issue	Proposed alternative/mitigation
38	The SWLRT alignment must go under (cut and cover) TH 62 rather than go over TH 62 as proposed.	<p>Going over TH 62 would:</p> <ol style="list-style-type: none"> 1) Limit the city's flexibility with much needed local roadway improvements and potential realignments within the Opus II Business Park. 2) Provide for a non-desirable connection and layout for the City West Station in the City of Eden Prairie due to existing topography. 3) Eliminates the opportunity to provide a trail linkage between the Opus II Business Park and the United Health Group Campus (located on the south side of TH 62). Having an elevated track through this area would preclude this opportunity. 	The SWLRT alignment must go under (cut and cover) TH 62 rather than go over TH 62 as proposed.
38-39	Design refinements must shift the SWLRT alignment of the line slightly to the south/west near TH 62.	The city, MnDOT and property owners within Opus II Business Park have made significant investments in making transportation improvements to the interchange at US 169 and Bren Road. In the long term additional access into and out of the business park will be needed in order to provide acceptable Level of Service (LOS) at the existing interchange. One option suggested for consideration by MnDOT was a set of ramps from TH 62 into the Opus Business Park. The ramps would be for westbound traffic entering the site and for eastbound traffic leaving the site. The alignment shown for SWLRT in this area would preclude constructing these ramps in the future.	Shift the SWLRT alignment slightly to the south and west to allow for the ramps to be constructible in the future and not interfere with light rail operations.

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39	Minnetonka agrees with the recommendation eliminating the trail crossing of the light rail line and Red Circle Drive south of Opus station, however the limits must be revised.	A portion of the trail located at the western edge of the property, west of the proposed alignment, must remain to maintain connectivity. Without this segment, it removes connectivity on the west side and increases the travel distance of pedestrians and bicyclists from the station to properties southwest.	Leave a portion of trail in place near Red Circle Drive currently shown for removal. It will allow construction of a parallel trail connection on the west side of the SWLRT line in the future.
39	The DEIS does not indicate how the new trail segment proposed to connect Opus station to the trails west of the north-south segment of Bren Road East will cross.	With the expected increase in traffic volumes on the roadways and additional pedestrian foot traffic, the city is concerned that an at-grade crossing in this location could pose a safety challenge.	A grade separated crossing of the roadway for the trail crossing at this location, and all others must be proposed within the Opus II Business Park.
39	For the trail area north of Bren Road W and the Opus station, the DEIS shows removal of trail segments west of the LRT alignment near Bren Road. The trail removal eliminates connection to properties east of the LRT line creating a gap between the underpass at Bren Road West and the trail network along Green Circle Drive.	The SWLRT project creates a trail gap without constructing a parallel north-south trail segment on the east side of the transit line. Connectivity that existed prior to the project would not be maintained.	As part of the preliminary design and FEIS, Metro Transit must replace the trail on the east side to bring more parcels and properties into a half mile walk and a two mile bike of Opus station. All trail segments proposed for removal and replacement as a part of the project must be reviewed to maintain connectivity that existed prior to the project.
40	The proposed LRT crossing and intersection reconfiguration at Smetana Road and Feltl Road is not acceptable.	The proposed reconfiguration switches the through movement of Smetana Road, the higher functionally classified roadway with heavier traffic volumes, to Feltl Road, the roadway with lower functional class and lower traffic volumes. It also creates additional SWLRT crossings that could be reduced.	There are other alternatives available that would preserve the alignment and through movement of Smetana Road, yet limit the number of at-grade crossings. The city requires that the FEIS and preliminary engineering develop and evaluate other concepts for this intersection acceptable to the city.

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42	The curve of the alignment just west of the Shady Oak station (curve taking the alignment to the south)	The city has been informed that this curve may change in the future, which will impact redevelopment plans for the area.	Changes in the alignment from what is shown in the DEIS should immediately be discussed with the city and the city reserves the rights to provide comments on the new alignment.
Appendix F page 42-43	The proposed location of the Shady Oak station platform is currently landlocked as it exists today. The city assumes that 17 th Avenue in Hopkins will need to be expanded south as part of the project in order to access the station.	The city has identified secondary access points into the station area as a key issue, as one access point is likely unable to accommodate the anticipated demand of this station.	Secondary access points from 47 th Street West, 5 th Street/K-Tel Drive and Shady Oak Road should be considered, as well as how the reconstruction of Shady Oak Road from Excelsior Boulevard to Highway 7 will function given the proximity to the station.

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Appendix H – Part 1: Supporting Technical Reports and Memoranda			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
4-21, 4-23, 4-24 and page 196 of appendix H	Ensure that any permanent water removal does not result in negative impacts to ground water or surface waters.	<p>4.1.4.2 - States there is a possible need for permanent water removal at both segments 1 and 3 and possibly a second area.</p> <p>Mitigation sections (4.1.6) lists methods to minimize impacts and Appendix H (page 196) indicates the permanent water removal or the cut below the water table will not impact wells since the closest well is at least 800 feet away. It further states that if water is diverted into or away from wetlands that the work will be engineered to minimize the impacts.</p>	The engineering should be designed to prevent any impacts versus minimizing them.

N4



"Perry, Jack Y."
<JPerry@Briggs.com>
Sent by: "Ganske, Kimberly"
<KGanske@Briggs.com>

12/18/2012 11:50 AM

To "commissioner.mclaughlin@co.hennepin.mn.us"
<commissioner.mclaughlin@co.hennepin.mn.us>
cc "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>

bcc

Subject Southwest Transitway DEIS

This message was sent on Jack Y. Perry's behalf. Please do not reply to this message. Please send any response to jperry@briggs.com. Thank you!

<p>See Comment #357 for Theme Delineations</p>

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December 18, 2012

Jack Y. Perry
(612) 977-8497
jperry@briggs.com

VIA E-MAIL AND U.S. MAIL

Peter McLaughlin
Chair, Hennepin County Regional Railroad Authority
300 South Sixth Street
Minneapolis, MN 55487-0241

Re: Southwest Transitway DEIS

Dear Chair McLaughlin:

This letter is being sent on behalf of Costco Wholesale (Costco) and Emerson Process Management/Rosemount (Emerson). This letter is being sent to you as the Chair of the Hennepin County Regional Railroad Authority (HCRRA), which is the lead state agency under the Minnesota Environmental Policy Act (MERA) for the preparation of the Southwest Transitway's (or SW LRT) October 2012 Draft Environmental Impact Statement (DEIS). This letter is also being copied to the Metropolitan Council (Met Council), which is the lead for the preparation of the SW LRT's Final Environmental Impact Statement (FEIS).

Costco and Emerson begin by thanking you for the opportunity to comment on the DEIS at the November 29, 2012 public hearing in Eden Prairie. And Costco and Emerson hereby submit their joint written comments on the DEIS. These written comments are consistent with their oral comments on November 29, 2012.

OVERVIEW

Other than their narrow objection to the proposed route of the SW LRT in City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property (Narrow Objection), Costco and Emerson are very much supportive of the SW LRT. Costco and Emerson have, in fact, been meeting with representatives of the City of Eden Prairie (City) for the past several months in order to address their Narrow Objection without compromising or delaying the success of the SW LRT. The seven-step basis for Costco and Emerson's Narrow Objection is set forth below.

City has been receptive to Costco and Emerson's Narrow Objection. Indeed City has from May 18, 2010 to the present continuously supported Costco and Emerson's Narrow Objection by requesting that HCRRA and Met Council "evaluate alternatives" to the proposed route of the SW LRT in City along Technology Drive, including the proposed location of the

Eden Prairie Town Center transit station on Costco's property. City has had periodic meetings with HCRRA and Met Council representatives, and their representatives have assured City that they would, in fact, evaluate such alternatives as part of the SW LRT's Preliminary Engineering process. These assurances from HCRRA and Met Council's representatives are reflected in City's December 4, 2012 "[g]eneral [c]omments" to the DEIS. 12/4/12 City's DEIS comment letter at 1 ¶¶ 1-2 (emphasis added).

**SEVEN-STEP BASIS FOR COSTCO AND EMERSON'S
NARROW OBJECTION**

STEP NO. 1: City is to have a say in the decisions regarding the proposed SW LRT which affect City.

a. HCRRA and Met Council have repeatedly and emphatically assured the six local municipalities that are being asked to "host" the proposed SW LRT (*i.e.*, City, Edina, Hopkins, Minneapolis, Minnetonka and St. Louis Park) that they are, in exchange, entitled to provide input regarding, and ultimately the discretion to approve or deny, the route for the SW LRT, including the location of the transit stations within their borders.

b. City is, more specifically, a "participating agency" in the SW LRT project.

c. And 23 U.S.C. § 139 provides that City, as a "participating agency," is permitted to (1) assist the project sponsor in determining the range of alternatives to be considered in a project's DEIS and (2) identify, as early as practicable, any issues of concern regarding the project's potential impacts.

STEP NO. 2: HCRRA and Met Council ultimately **need** City to issue the necessary local land use approvals for the route of the SW LRT in City, including the location of the transit stations within City.

a. City is statutorily charged with the responsibility to protect the public health, safety and general welfare of its citizens.

b. City thus has broad discretion to act so as to protect its citizens.

c. The location of the route of the SW LRT in City, including the location of the transit stations within City, will have a significant impact on the public health, safety and general welfare of its citizens.

d. City thus has broad discretion to approve or deny the required land use approvals for the proposed route of the SW LRT in City, including the proposed location of the transit stations within City.

STEP NO. 3: City has continuously expressed its **objection** to the proposed route of the SW LRT in City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property.

a. On May 18, 2010, the Eden Prairie City Council passed Resolution No. 2010-40, which (1) expressed concern regarding the potential adverse environmental and economic impact of the proposed route of the SW LRT in City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property, and (2) asked HCRRA and Met Council to (a) "evaluate alternatives" and (b) "find solutions for mitigating impacts of the proposed LRT on the businesses."

b. As reflected in HCRRA and Met Council's February 21, 2012 Request for Proposals (RFP), City has continued to insist that an "alternatives analysis . . . be done for the . . . Town Center station in Eden Prairie." (Emphasis added).

c. On November 20, 2012, the Eden Prairie City Council authorized its City Manager to submit City's comments to the DEIS.

d. On December 4, 2012, City's City Manager submitted, among other comments, City's following two "[g]eneral [c]omments" to the DEIS:

1) The City of Eden Prairie continues to support Alternative 3A as the preferred alternative as it serves the Major Center Area and Golden Triangle Area and provides the best opportunities for development, redevelopment, and economic development. Alternative 3A clearly has the highest ridership potential and the greatest positive economic impact to Eden Prairie and the region primarily due to its close proximity to existing and future job concentrations. However this alternative could be further improved in these respects by moving the Town Center Station closer to the Town Center or the Eden Prairie Center.

2) In order to better serve the Eden Prairie Town Center and Eden Prairie Center the feasibility of a more centrally located and walkable Town Center Station needs to be evaluated during the Preliminary Engineering process. Attached for reference are several concept location areas for the proposed Town Center Station that should be considered.

12/4/12 City's DEIS comment letter at 1 ¶¶ 1-2 (emphasis added).

e. In response to City's continuous insistence that an "alternatives analysis . . . be done for the . . . Town Center station in Eden Prairie," HCRRA and Met Council have through their representatives represented their willingness to evaluate, as part of the Preliminary Engineering process, alternatives to the proposed route of the SW LRT in

City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property.

f. As reflected in Figures 1 and 4 of the DEIS, HCRRA and Met Council have already identified and conducted some preliminary analysis of alternatives to the Town Center transit station in City.

STEP NO. 4: City has compelling **land use concerns** with the proposed route of the SW LRT in City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property.

a. As reflected in City's May 18, 2010 resolution and December 4, 2012 DEIS comment letter, as well as HCRRA and Met Council's February 21, 2012 RFP, the primary purpose and need for the Eden Prairie Town Center transit station is to provide transportation to transit-dependent riders and pedestrians; it is not to be designed as a park and ride.

b. The "Station Vision" for the Eden Prairie Town Center transit station is as follows:

Station Vision

- A vibrant mixed use district dominated by retail and residential uses. This idea builds on and enhances the efforts of the 2007 Major Center Area study and seeks *to create a walkable transit village that is well served by multiple modes of transit while accommodating service and personal vehicle circulation and parking.*
- Vertical mixed-use development of no fewer than 3 stories and no more than 5 stories for the majority of parcels. Rooftop decks should be allowed in excess of these heights.
- Land use near the station should be *higher density* and should include *higher-intensity multi-story mixed-use comprised* of offices and multi-family residences. Ground floor uses should be active and connected to the pedestrian environment.

(Underlining in original; italics added).

c. The proposed route of the SW LRT in City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property, would not serve the above-stated purpose and need for the Eden Prairie Town Center transit station; it is not near transit-dependent riders or pedestrians.

(1) Costco's property is guided and zoned as "Regional Commercial," which is defined by City as follows:

Regional Commercial: This category is located in areas where one or more of the following characteristics are present: a) large sites are available to provide locations for major shopping centers which serve a wider region than the City itself; b) *relatively large sites for sales and service operations that are not typically found in shopping center structures and attract little or no pedestrian traffic*; and c) sites to provide limited sales and service operations that are oriented and directly related to highway or freeway uses, tourists and travelers. Corresponding zoning districts are the C-Reg, C-Reg-Ser and the C-Hwy districts. Site coverage is .20-.40

(Underlining in original; bold and italics added).

(2) In contrast, the "Town Center" zone is defined by City as follows:

Town Center

This category designates the land use for a mixed-use downtown area to be located near the center of the Major Center Area. The 120 acre area is to be redeveloped over time into a compact, walkable, vibrant, pedestrian oriented area. The Town Center is a result of a history of planning dating back to the 1970's and the adoption of the 2006 Major Center Area (MCA) Study and Plan. The focus of the MCA Study is on *creating a concentrated pedestrian and transit oriented development area that has a supportive mix of higher intensity land uses (retail, service, office, housing, park, hospitality, and entertainment)*, consist of vertical mixed use buildings (i.e. office or housing over shops and restaurants) and the nearby housing will be higher density than typically found in other parts of the City. *Future transit services* (light rail and bus) will help ensure convenient access and mobility. Parking will be in parking structures and on-street with limited use of surface parking lots. Future buildings will front on a street with a lively and active street life. Parks, trails, landscaped streets and plazas will add green space and recreation amenities to the area. The redevelopment will be designed to support Eden Prairies' community health, active living and sustainability goals. In order to limit traffic congestion, development intensity in the balance of the MCA will be lower than in the Town Center. See the Town Center Land Use Plan and the Major Center Area Study for further information. Corresponding zoning is the TC - Town

Center Mixed Use District. Residential is 45-75 du per acre.
Commercial is .20-.40.

(Bold in original; underlining and italics added).

(3) City's "Major Center Area" is further defined as follows:

Development patterns should continue as they have throughout most of the area abutting the outer ring road of Prairie Center Drive and Valley View Drive. A compact, walkable Town Center should be created that would cluster around Singletree Lane and Idlewild Lake. Eden Prairie's highest development densities should be found within the Town Center. Organized by a new grid system of streets and urban amenities, the Town Center should emphasize residential, retail and mixed-use development types.

(Emphasis added).

STEP NO. 5: City has compelling **economic concerns** with the proposed route of the SW LRT along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property.

a. The proposed route of the SW LRT in City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property, would result in the partial taking of Costco and Emerson's property on Technology Drive, for which HCRRA and Met Council would be liable.

(1) HCRRA and Met Council will be liable to Costco and Emerson for the "fair market value" of the real estate being taken from Costco.

b. The proposed route of the SW LRT in City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property, would result in the Minn. Stat. § 117.186, subd. 2-defined "business destruction" of Costco for which HCRRA and Met Council would be liable for its § 117.186-provided for "loss of going concern" (*i.e.*, the "fair value" of its Eden Prairie business) and substantial adverse impact for Emerson.

(1) Per the DEIS, the proposed location of the Eden Prairie Town Center transit station on Costco's property will take numerous parking spaces from and dramatically delay the access to and from Costco's convenience-based gas station, thereby causing the complete "business destruction" of this integral component of the store. *Id.*, subd. 2.

(2) Costco's convenience-based gas station is an integral component to its entire Eden Prairie store. Indeed, 10 years ago Costco refused to build on another parcel just south of the Eden Prairie Center Mall because its convenience gas station component could not be accommodated there.

(3) HCRRA and Met Council would clearly not be able to meet one of its statutorily-prescribed affirmative defenses under § 117.186, subd. 2 — notably, the subd. 2(2)-required showing that "the loss can be reasonably prevented [(a)] by relocating the business . . . in [(i)] the same [(i.e., 'on-site')] or [(ii)] a similar and reasonably suitable location as the property that was taken [(i.e., 'off-site')] or [(b)] by taking steps and adopting procedures that a reasonably prudent person of a similar age and under similar circumstances as the owner, would take and adopt in preserving the going concern of the business." (Emphasis and bracketed information added).

(4) HCRRA and Met Council would be liable for Costco's § 117.186 "loss of going concern."

(5) Costco's "loss of going concern" would be in excess of \$100,000,000.

STEP NO. 6: There appears to be **at least one alternative** to the proposed route of the SW LRT in City along Technology Drive, including the location of the Eden Prairie Town Center transit station on Costco's property, that better advances not only (1) the purpose and need for this transit station to the SW LRT but also (2) City's land use objectives without subjecting HCRRA and Met Council to such extreme statutory liability under § 117.186.

a. One alternative route for the SW LRT in City is along Singletree Lane, including the location of the Eden Prairie Town Center transit station on City owned property near the intersection of Singletree Lane and Prairie Center Drive.

b. This alternative would appear to much better serve the purpose and need for this segment of the SW LRT because it would be closer to transit-dependent riders and pedestrians.

c. This alternative would be consistent with the description of the transit station at issue as the "Eden Prairie Town Center" transit station, which came about because it was initially proposed to be located near the "Town Center."

d. This alternative would be consistent with City's land use objectives, which includes "transit facilities" within this "Town Center" designated area.

e. This alternative would minimize the takings liabilities because the transit station would be located on public property.

f. But neither this alternative route for the SW LRT in City along Singletree Lane nor any other alternative to the proposed route along Technology Drive has yet been evaluated by HCRRA or Met Council.

STEP NO. 7: There is **still adequate time** to conduct the requested alternative analysis without delaying the project.

a. HCRRA and Met Council do not anticipate completion of the requisite engineering for the Project until 2014.

b. Six months is adequate time to evaluate the above-discussed alternative routes of the SW LRT in City along, among others, Singletree Lane, including the Eden Prairie Town Center transit station near the intersection of Singletree Lane and Prairie Center Drive.

c. As has been explained by HCRRA and Met Council's representatives, the existing proposed route of the SW LRT in City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property, was adopted as a mere "placeholder" so that the proposal could move forward with environmental review; it was, per HCRRA and Met Council's representatives, NEVER intended to be a permanent or binding part of the overall SW LRT.

CONCLUSION

Costco and Emerson appreciate HCRRA and Met Council's consideration of their Narrow Objection. And they, as supported by City, respectfully request that HCRRA and Met Council agree to evaluate, as part of the Preliminary Engineering process, the land use and economic impacts of alternative routes of the SW LRT in City along Technology Drive, including the location of the Eden Prairie Town Center transit station on Costco's property — notably, the alternative route of the SW LRT in City along Singletree Lane, including the location of the Eden Prairie Town Center transit station on City-owned property near the intersection of Singletree Lane and Prairie Center Drive.

To the extent, however, that HCRRA and Met Council either will not look at alternatives or do so but conclude that the alternatives are inferior, Costco and Emerson have several more objections as it relates to the proposed route for the SW LRT along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property. But they have shared those concerns with City on multiple occasions. And, out of respect for the expressed willingness from HCRRA and Met Council, through their representatives, to perform an alternative analysis for this portion of the route as part of the Preliminary Engineering process, they will not repeat those concerns here.

B R I G G S A N D M O R G A N

Peter McLaughlin
December 18, 2012
Page 9

Please contact me (612-977-8497) or Steve Chelesnik (952-828-3303), who is the Vice President & General Counsel of Emerson Process Management, with any questions and/or concerns.

Sincerely,



Jack Y. Perry

AND

Steven Chelesnik
Vice President & General Counsel, Emerson
Process Management

JYP/kg

cc: HCRRA (swcorridor@co.hennepin.mn.us)
Hennepin County Housing, Community Work & Transit
701 Fourth Avenue South, Ste. 400
Minneapolis, MN 55415



Susan Sanger
<suesanger@comcast.net>

12/18/2012 05:13 PM

To Katie Walker <swcorridor@co.hennepin.mn.us>, Jim & Pam
Brimeyer <brimgroup@aol.com>,
steve.elkins@metc.state.mn.us

cc

bcc

Subject DEIS comments -

Attached are comments responsive to the DEIS issued for the SWLRT project.

Susan Sanger

4717 W. 28th St.

St. Louis Park MN 55416

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swlrt

SIGNIFICANT ISSUES WITH SWLRT DEIS

Current status: The Draft Environmental Impact Statement recommends route 3A as the Environmentally Preferred Alternative, and route 3A-1 is the only other option receiving any consideration. Both options use the same route for SWLRT; the primary difference is that 3A requires rerouting of freight rail traffic from existing Kenilworth corridor in Minneapolis to the MNS route in St. Louis Park, while 3A-1 co-locates freight rail within the Kenilworth corridor, parallel to the LRT tracks. MNS is not a mainline freight track, but rather an old electric passenger corridor that runs among four residential neighborhoods.

Major issues: I am a strong supporter of SWLRT. However, the DEIS arbitrarily selects route 3A without addressing numerous issues, which, if analyzed, would lead to the selection of route 3A-1, the co-location route. Specifically:

1. **The DEIS concludes that the preferred route 3-A will cost approximately \$23M more to construct than route 3A-1, yet provides no explanation of why such excess expenditure should be considered acceptable to taxpayers. (Ch 8, as revised, DEIS). This estimate also understates the costs associated with route 3A – see paragraphs 3 and 4, below. This is not fiscally responsible.**
2. **The DEIS contains only minimal review of route 3A-1.** It contains no analysis of a study prepared for St. Louis Park that demonstrates how co-location can be constructed within the Kenilworth corridor, at a savings of many millions of dollars. The DEIS contains no analysis of how co-location may be accomplished by the rerouting of a half mile of bike trail currently within the Kenilworth corridor, although it is obvious that moving a short stretch of bike trail will be much cheaper and easier than moving freight rail operations - which entails, among other identified costs, the construction of a new railroad trestle bridge over one mile long with the trains running 50+ft. high in the air, the construction of another rail interconnect, and the rebuilding of several miles of additional tracks. The DEIS appears to base its' route recommendation on a conclusion that co-location would require the use of .81 acre of parkland, which it deems unacceptable per 49 USC 303 and 23 USC 138 – even though the railroad currently uses tracks in that parkland, and has for many years. However, the DEIS fails to contain the required analysis to establish why route 3A-1 would be a “feasible and prudent” alternative, as those statutes require. In fact, the statutory standards specifically include consideration of economic/financial impacts among the factors that may justify use of parkland for transportation purposes.
3. **The DEIS fails to include analysis of mitigating measures that would be necessary if freight rail is rerouted to the MNS route.** The only mitigating measure suggested is the establishment of Whistle Quiet Zones at at-grade roadway intersections, as a purported method to control the noise of railroad horns. However, since these intersections are closely spaced among several blind curves of track, railroad managers have already publicly stated (in their EAW comments and at a public meeting) that they would have to blow their horns for safety reasons, thus negating any possible noise mitigation benefit. No other

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mitigating measures are proposed to deal with adverse impacts from noise or vibration, for traffic difficulties at at-grade rail crossings (longer trains would simultaneously block four crossings), for safety concerns such as potential derailments of trains carrying hazardous substances or trespassers on tracks, for interruptions of classes at St. Louis Park High School (where the track is just a few feet from classrooms and snakes between the school and its' athletic field), or to create a buffer strip between the tracks and nearby homes (the tracks are adjacent to the back yards of many dozens of homes, some as close as 34 ft.) The city of St. Louis Park has provided a list of necessary mitigation measures and estimated their cost to be greater than \$50M, **thus bringing the cost of route 3A-1 to be at least \$73M more than the selected route 3-A. The cost of some needed mitigation measures has not yet been estimated – for example, the means of mitigating the high trestle bridge described above has not been determined, so these costs are currently unknown. The DEIS ignores or dismisses these requirements.**

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4. The DEIS fails to consider and analyze freight railroad operational issues.

For example, if freight rail is rerouted on the MNS tracks through St. Louis Park, it would have to merge onto the busy tracks owned by another railroad (BNSF) in order to reach its' current destinations. Railroad management has already stated this is quite problematic and will cause delays. The DEIS fails to identify any practical way the trains would be able to turn south onto the MNS tracks to reach the port at Savage. The views and preferences of the railroads are not reflected in the DEIS, making it difficult to assess whether rerouted freight traffic (as part of route 3A) is feasible, practical, and desired by railroad management. **The DEIS omits any analysis of whether any of the affected railroads have agreed to these arrangements, the costs of doing so, and whether any unit of government will reimburse the railroads for these costs – thus potentially raising the cost of route 3A even higher.**

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5. The DEIS lacks objectivity. (a) The DEIS proposes taking/demolishing many homes in the Kenilworth corridor but does not commit to taking any homes along the MNS tracks, even though many homes along the MNS route are much closer to the tracks than those in Kenilworth. **(b)** Many subjective assessments and conclusions are made without specifying the relevant criteria, and with contradictory results. For example, disruptions to community cohesion are deemed significant in the Kenilworth corridor, due to trains dividing neighborhoods, but if the same trains are moved to the MNS route, no such disruption is predicted for the adjacent neighborhoods in St. Louis Park. No reason for this discrepancy, or many other similar comparisons, is provided.

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6. The DEIS bases its conclusions on incorrect and incomplete data comparisons which overstate the adverse land use impacts of 3A-1 (co-location) and understate the negative impacts of 3A (reroute). For example, in comparing land uses, including number of homes adjacent to the tracks, data for route 3A (reroute) is supplied for land uses along the north-south MNS tracks but omits data for land uses adjacent to the BNSF tracks east of the Iron Triangle, onto which the trains would merge from the MNS tracks. Conversely, land use data supplied for route 3A-1 (co-location) actually includes data not only for the

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Kenilworth corridor but also data for land uses adjacent to the BNSF tracks north and east of that corridor, stretching into downtown Minneapolis – a track segment which is common to both the 3A and 3A-1 routes.

7. **The DEIS appears to be tainted by socioeconomic/political considerations.** It describes the homes along the Kenilworth corridor as “high income” but fails to address the economic justice issues presented along the 3A route. For example, it omits mention of the number of affordable housing units and the food shelf along the MNS tracks and high proportion of students at the adjacent high school who are eligible for free/reduced lunch.

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8. **Hennepin County has provided inadequate public process – apparently designed to ignore the freight rail issue:** (a) The DEIS is very similar, and in places verbatim copied, from the Environmental Assessment Worksheet prepared earlier for SWLRT. The DEIS contains no analysis or response to the numerous public comments about freight rail which were submitted before the EAW was vacated, including but not limited to many comments which explained that 3A-1 (co-location) would be feasible, cheaper, and safer to construct and operate. (b) The DEIS includes a policy goal of facilitating smooth freight rail traffic within the metro area – a goal that was not included in any prior policy discussions or documents regarding SWLRT. This goal appears to have been inserted to “justify” moving freight rail traffic from the Kenilworth corridor, even though both routes permit through traffic. (c) The SWLRT Policy Advisory Committee, which selected the Locally Preferred Alternative route through the Kenilworth corridor, was prohibited by its’ chair from any discussion of freight rail issues. Committee members were informed that this decision had been made by FTA staff, though no documentation was provided; thus, committee members did not have the opportunity to consider the issues noted herein in selecting among route options, several of which did not have any freight rail implications. Similarly, until recently community “open houses” about SWLRT did not contain any mention of freight rail issues, thus limiting public input. (d) The DEIS acknowledges that Hennepin County decided in the mid-1990’s that freight trains would be rerouted to the MNS tracks, but fails to acknowledge that this decision was made without any known economic, environmental, or engineering studies and without any consultation with the city of St. Louis Park and its’ residents.

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Requested Action: In a September, 2011 letter, the FTA authorized preliminary engineering for SWLRT, specifically requiring DEIS analysis of the co-location route. As shown above, the DEIS includes almost no analysis of that route, thus appearing to violate the order. Due to the above and many other concerns, there is widespread public distrust of Hennepin County and its’ DEIS preparation process, and several lawsuits have been threatened and appear imminent, which would have the unfortunate effect of delaying or preventing construction of SWLRT. I suggest that the FTA or Metropolitan Council order either (a) reopening of the LPA route selection process or (b) re-analysis and modification of the DEIS by independent experts, not previously involved in DEIS preparation, followed by another public comment period.

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BrimGroup@aol.com
12/18/2012 05:35 PM

To: suesanger@comcast.net, swcorridor@co.hennepin.mn.us,
steve.elkins@metc.state.mn.us

cc

bcc

Subject: Re: DEIS comments -

**See Comment #346 for
Theme Delineations**

Is this the city position or what??

jb

In a message dated 12/18/2012 5:13:41 P.M. Central Standard Time, suesanger@comcast.net writes:

Attached are comments responsive to the DEIS issued for the SWLRT project.

Susan Sanger
4717 W. 28th St.
St. Louis Park MN 55416
952-926-4192
suesanger@comcast.net

swlrt



Susan Sanger
<suesanger@comcast.net>
 12/18/2012 07:08 PM

To: Katie Walker <swcorridor@co.hennepin.mn.us>, Jim & Pam
 Brimeyer <brimgroup@aol.com>,
 steve.elkins@metc.state.mn.us
 cc
 bcc
 Subject: Fwd: DEIS comments - clarification

In case there is any confusion: these are my personal comments, not those of the City of St.
 Louis Park.

Sue Sanger

Begin forwarded message:

From: Susan Sanger <suesanger@comcast.net>

Subject: DEIS comments -

Date: December 18, 2012 5:13:37 PM CST

To: Katie Walker <swcorridor@co.hennepin.mn.us>, Jim & Pam Brimeyer <brimgroup@aol.com>,
steve.elkins@metc.state.mn.us

**See Comment #346 for
 Theme Delineations**

Attached are comments responsive to the DEIS issued for the SWLRT project.

Susan Sanger
 4717 W. 28th St.
 St. Louis Park MN 55416
 952-926-4192
suesanger@comcast.net

swlrt



Kate Christianson
<katechristianson@comcast.net>

12/18/2012 07:33 PM

To swcorridor@co.hennepin.mn.us

cc

bcc

Subject Kenwood Resident Weighs In

I'm all for streamlined access to downtown, but not at the expense the peacefulness and relaxation of the bike trail--which, in and of itself, is a major draw from throughout the metro area. I am opposed to any large-scale development project that travels through a neighborhood well-loved for its history, quiet and peacefulness.

D

Be very, very careful not to destroy the integrity of Minneapolis' most revered neighborhood. If there has to be light rail there, by all means find a way to have the trains run underground.

Thank you.

James & Mary Schwebel
4 Park Lane
Minneapolis, MN 55416-4340
Home Phone: 612-920-7537
Office Phone: 612-344-0306
Home Fax: 612-926-1286
jschwebel@schwebel.com



December 17, 2012

Hennepin County
Housing, Community Works & Transit
Attn: Southwest Transitway
701 4th Avenue S. #400
Minneapolis, MN 55415

Dear Sir/Madam:

My wife and I reside at 4 Park Lane in Minneapolis.

We certainly feel that as much as possible the light rail should be buried, or put in deep trench. The entire area which is now the Midtown Greenway was originally a deep trench constructed for trains passing through Minneapolis around the turn of the 19th Century.

G2

To the extent that tunneling or trenching is not accomplished I would hope consideration would be given to state of the art acoustical barriers and berming.

O5
O9

Yours sincerely,

James R. Schwebel

James R. Schwebel
4 Park Lane
Minneapolis, MN 55416-4340

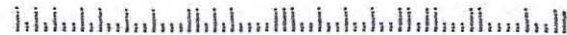


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012H16208038
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12/17/2012
Mailed From 55402
US POSTAGE

Hennepin County
Housing, Community Works & Transit
Attn: Southwest Transitway
701 4th Avenue S. #400
Minneapolis, MN 55415

5541531643 0089





Christa.Stoebner@stb.dot.gov

12/19/2012 09:35 AM

To swcorridor@co.hennepin.mn.us

cc Maya.Sarna@dot.gov, Christopher.VanWyk@dot.gov,
Vicki.Rutson@stb.dot.gov

bcc

Subject Comments on the Southwest Transitway DEIS

The Surface Transportation Board's comments on the Southwest Transitway DEIS are attached. We also mailed a copy of our comments to Katie Walker and Marisol Simon.

(See attached file: Dec 19 2012 Letter to Hennepin County.pdf) (See
attached file: Southwest Light Rail in Minneapolis DEIS STB Comments Dec
19.docx)

Christa Stoebner
Surface Transportation Board
Office of Environmental Analysis
202.245.0299



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 19, 2012

Katie Walker, Senior Administrative Manager
Hennepin County Housing, Community Works & Transit
Attn: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

RE: Comments on the Draft Environmental Impact Statement, Southwest
Transitway Project in Minneapolis

Dear Ms. Walker:

Thank you for providing the Draft Environmental Impact Statement (Draft EIS) for our review and comment. As you know, the Surface Transportation Board (Board) is currently involved as a cooperating agency in this environmental review because the Board may have a licensing role over certain aspects of the proposed Southwest Light Rail Project. Our comments on the Draft EIS are attached for your review. If you have any questions or need any further information, please do not hesitate to contact me or Christa Stoebner of my staff by telephone at (202) 245-0299 or email at christa.stoebner@stb.dot.gov. We look forward to working with you in the near future.

Sincerely,

Victoria Rutson
Director

Office of Environmental Analysis

Cc: Marisol Simon, Regional Administrator, FTA, Region V
Maya Sarna, FTA

**SURFACE TRANSPORTATION BOARD
COMMENTS ON THE
SOUTHWEST TRANSITWAY PROJECT
DRAFT EIS**

Board Jurisdiction

Light Rail Transit Line

The proposed construction and operation of a 15-mile light rail transit line connecting downtown Minneapolis to the cities of St. Louis Park, Hopkins, Edina, Minnetonka, and Eden Prairie would not require a license from the Board because the Board does not have jurisdiction over intrastate transportation that is not part of the interstate rail network. 49 U.S.C. § 10501(a)(2)(A); see DesertXpress Enters., LLC--Petition for Declaratory Order, FD 34914 (STB served May 7, 2010). The Board also does not have jurisdiction over mass transportation provided by a local governmental authority. 49 U.S.C. § 10501(c)(2).

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Trackage Rights

Alternatives 1A, 3A, 3C-1, and 3C-2 would include the rerouting of existing Twin Cities & Western Railroad Company (TC&W) freight rail service from the Canadian Pacific's (CP) Bass Lake Spur and Hennepin County Regional Railroad Authority's (HCRRA) Cedar Lake (Kenilworth Corridor) to the MN&S Subdivision and BNSF Railway Company's Wayzata Subdivision.

- **Discontinuance of Service.** In order to end freight rail service on a line, any carrier with overhead trackage rights on that line would need to seek discontinuance authority from the Board to be relieved of their common carrier obligation. Accordingly, to end its freight rail service on the Bass Lake Spur and/or the Kenilworth Corridor, TC&W would need to seek discontinuance authority by filing either a petition for exemption pursuant to 49 U.S.C. § 10502 or a full application pursuant to 49 U.S.C. § 10903. A full application is used when there are controversial issues needing Board scrutiny, and a petition for exemption may be used if there is not likely to be any controversy, as it is a more streamlined process. While there appears to be public interest and some controversy over rerouting TC&W traffic to the MN&S line that runs through the City of St. Louis Park, there does not appear to be controversy over TC&W's potential discontinuance of freight rail service over the Bass Lake Spur and/or the Kenilworth Corridor; therefore, a full application would not likely be necessary. The Board usually prepares an Environmental Assessment (EA) for a proposed discontinuance of service over a rail line (except for discontinuances of freight service under modified certificates and discontinuances of trackage rights where the affected line will continue to be operated, which are treated as categorical exclusions that do not need an EA). 49 C.F.R. §§ 1105.6(b) and (c).
- **Trackage Rights.** A rail carrier must obtain Board approval to operate over a line owned by another carrier. See 49 C.F.R. § 1180.2(d)(7). HCRRA's December 10, 2012 Memo (Southwest Transitway Draft Environmental Impact Statement Questions and Responses

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for Surface Transportation Board) indicates that TC&W currently has trackage rights over CP's MN&S line. If this were not the case, then TC&W would need to obtain trackage rights authority before rerouting freight traffic to the MN&S line. Trackage rights are categorically excluded from NEPA review under the Board's environmental rules at 49 C.F.R. § 1105.6(c)(4).

Rail Line Abandonments and Discontinuance of Service

Although briefly mentioned in Appendix H on page 16, the DEIS does not appear to discuss or evaluate any rail line abandonment. However, HCRRA's December 10, 2012 Memo (Southwest Transitway Draft Environmental Impact Statement Questions and Responses for Surface Transportation Board) indicates that, if freight rail were to be relocated to the MN&S line, then HCRRA would abandon the Kenilworth Corridor tracks and CP would abandon a portion of their tracks along the Bass Lake Spur.

Board authorization is required to abandon or discontinue service over rail lines that are part of the interstate rail network, pursuant to 49 U.S.C. § 10903. Accordingly, if HCRRA and CP plan to abandon these lines, they would both need to seek abandonment authority for their respective rail lines, and TC&W would need to seek discontinuance authority from the Board pursuant to 49 C.F.R. part 1152. If abandonment authority is granted by the Board, an abandonment extinguishes the common carrier obligation for a rail line, and removes the underlying right-of-way from the Board's jurisdiction.

The Board will normally prepare an EA for a proposed abandonment and discontinuance of service over a line (49 U.S.C. § 1105.6(b)). For environmental reviews of rail line abandonments, the Board's role is limited to the anticipated impacts of the abandonment proposal before the agency: the diversion of traffic to other rail lines or transportation modes and the consequences of removing the track and related structures. Iowa Southern R. Co. – Exemption – Abandonment, 5 I.C.C.2d 496, 501 (1989), *aff'd*, Goos v. ICC, 911 F.2d 1283 (8th Cir. 1990). The Board's environmental and historic rules at 49 C.F.R. §§ 1105.7 and 1105.8 describe the information needed for the Board's environmental and historic review processes. If the Southwest Transitway EIS is not supplemented to include the information that the Board requires in the appropriate chapters, then the Board would conduct a separate environmental and historic review if and when a proposed abandonment is formally filed with the Board.

Improving, Upgrading, or Realigning an Existing Rail Line

Alternative 3A-1 would include the co-location of the proposed light rail line and TC&W freight rail service on reconstructed freight rail tracks on CP's Bass Lake Spur and HCRRA's Cedar Lake (Kenilworth Corridor). According to pages ES-2, ES-8, and 2-41 of the DEIS, the existing freight tracks would need to be reconstructed to meet BNSF design standards for clearance requirements.

Pursuant to 49 U.S.C. § 10901, a rail carrier must seek Board authority to construct a new line of

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rail or to extend an existing line of rail. However, Board approval is not required to improve, upgrade, or realign an existing line without extending the territory or markets that the railroad serves. See Tex. & Pac. Ry. v. Gulf, Colo. & Santa Fe Ry., 270 U.S. 266, 278 (1925); BNSF Ry.—Petition for Declaratory Order, FD 35164 et al., slip op. at 8 (STB served May 20, 2009); Union Pac. R.R.—Petition for Declaratory Order—Rehabilitation of Mo.-Kan.-Tex. R.R. Between Jude & Ogden Junction, Tex., 3 S.T.B. 646 (1998); Denver & Rio Grande W. R.R.—Joint Constr. Project—Relocation Over Burlington N. R.R., 4 I.C.C.2d 95, 97 (1987). Based on the information provided, reconstructing CP’s Bass Lake Spur and HCRRA’s Cedar Lake (Kenilworth Corridor) would not require Board approval.

Spur, Industrial, Team, Switching, or Side Track

Board approval is not required to construct or operate spur, industrial, team, switching, or side track (known as “excepted track”), as long as the purpose and effect is not to extend the railroad’s territory. See 49 U.S.C. § 10906. In addition, Board approval is not required for an acquisition, abandonment, or discontinuance of spur, industrial, team, switching, or side track. See 49 U.S.C. § 10906.

There is no single test for determining whether a particular track segment should be categorized as a line of railroad or as excepted track. Rather, the agency and the courts have adopted a case-by-case, fact-specific approach to make this determination. Primarily, the Board looks at the intended use of a track, and at a track’s physical characteristics.

Connecting Track

Whether or not Board authority would be needed for construction of connecting track depends on whether the connection is proposed for operational efficiency (no authority needed) or to allow the carrier(s) to reach new markets (authority needed).

A carrier can build connecting track that falls outside the Board's jurisdiction if it is just for operational efficiency. In this scenario, constructing connecting track would be akin to double tracking or other track improvements that do not typically require Board authority. Conversely, a railroad can build connecting track that falls under the Board's jurisdiction if the connecting track would reach new markets – just as construction of a new mainline to reach new shippers would require Board authority. Board authority to construct connecting track in this circumstance can be obtained in one of two ways:

- a) The class exemption at 49 CFR 1150.36, which applies if the construction is within existing right-of-way or on land already owned by the railroad.
- b) A construction application under 49 U.S.C. 10901, which applies if the construction is not on an existing right-of-way or land owned by the railroad, or a party argues that the class exemption should not apply in a specific case.

If Board authority to construct the connecting track is sought, NEPA applies. For rail line construction projects, OEA may prepare an EIS, but an EA is typically prepared for construction

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cases involving connecting track within existing rail rights-of-way or on land owned by connecting railroads. 49 U.S.C. § 1105.6(b)(1).

Two new connections are mentioned in the DEIS: (1) a connection between CP's Bass Lake line and the MN&S line (across the National Lead/Golden Auto Site) and (2) a connection between the MN&S line and the BNSF Wayzata line. (See pages 1-11, 1-12, 2-8, and 2-27). With regard to the connection between CP's Bass Lake line and the MN&S line, HCRRA's December 10, 2012 Memo states that "there will not be any new markets or territory served because of the reroute. TC&W currently has trackage rights on the CP-owned Bass Lake Spur and the MN&S Spur. By using the reroute, the TC&W would exercise existing rights over the MN&S line." While there currently is no direct connection between the Bass Lake line and MN&S line, there is an existing wye track that currently provides a connection from the Bass Lake line to the MN&S line. HCRRA also states that the wye track has historically been used by TC&W to access the Port of Savage. With regard to the connection between the MN&S line and the BNSF Wayzata line, the DEIS states that "the new connection would likely be used, at least in the near term, in a similar manner as the existing connection, which is to access the BNSF Wayzata Subdivision and more efficiently connect to the east side of town. However, the connection would also provide the flexibility to use other routes to get to the various connections that TC&W uses."

Based on the information provided, the connection between the Bass Lake line and the MN&S line would not require Board approval. In addition, it is not likely that Board authority would be needed for the construction of connecting track between the MN&S line and the BNSF Wayzata line, but we need the following additional information to make that determination:

- How long (in miles) would the proposed connecting tracks be?
- Would the proposed line operate in the same manner as the existing one?
- Would the track only be used for overhead traffic or also for local traffic?
- Would any other additional carriers be rerouted to the MN&S line and the proposed connecting track?
- Who owns the land where the connecting track would be constructed?
- Would the proposed connecting track enable carrier(s) to reach new markets or new competitive territory?
- The DEIS states that the connection would also provide the flexibility to use other routes to get to the various connection that TC&W uses. Please be more specific in describing those other routes.

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Chapter 1: Purpose and Need for the Proposed Action

Page	Comment
1-8 and 1-9	<p>The core purpose and need for this project is difficult for a reader to find, and is not mentioned until page 1-8. Recommend stating the purpose and need at the beginning of Chapter 1.</p> <p>Under 40 C.F.R. § 1502.13, an EIS shall briefly specify the proposed project's purpose and need. Even if a longer explanation follows, we recommend that the purpose and need be more clear and succinct.</p> <p>For example, on page 1-8, there is a paragraph that states: "The primary purpose of the proposed project, the Southwest Transitway, is to provide a high-capacity transit connection improving mobility, accessibility, and system linkages to major population and employment centers including Downtown Minneapolis, Chain of Lakes and Recreation Area, Excelsior and Grand, Downtown Hopkins, Golden Triangle Business District, Opus Business Park, and Eden Prairie Center. The proposed project would also provide a high capacity transit alternative to the traffic congestion in the study area and further the implementation of the Metropolitan Council's 2030 TPP goal to double transit ridership by 2030." If this is the core purpose and need statement, we recommend stating it on the first page of Chapter 1.</p>

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Chapter 2: Alternatives Considered

Page	Comment
2-20	<p>If TC&W's freight traffic is rerouted to the MN&S corridor, pages 2-20 and 2-27 of the DEIS state that freight traffic on the MN&S line would increase by a maximum of an additional six trains per day and a maximum of 22 additional trains per week. Freight traffic is projected to increase nationwide over the next several years, and traffic forecasts should be available from the relevant freight railroads. That information would be useful to include in the analyses of alternatives that would result in the rerouting of freight traffic over the MN&S line. If freight traffic forecasts for the reroute alternatives are not evaluated as part of the proposed project, it would seem appropriate to consider freight traffic forecasts and any potential impacts in Chapter 9, Indirect Effects and Cumulative Analysis.</p>
2-22	<p>HCRRA's December 10, 2012 Memo (Southwest Transitway Draft Environmental Impact Statement Questions and Responses for Surface Transportation Board) indicates that, if freight rail is relocated to the MN&S line, then HCRRA would abandon the Kenilworth Corridor tracks and CP would abandon a portion of their tracks along the Bass Lake Spur.</p>

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	For alternatives that would include the rerouting of existing TC&W freight rail service to the MN&S line and Wayzata line, please include information about any planned rail line abandonments, including the information required under the Board's rules at 49 C.F.R. §§ 1105.7(e)(1) and 1105.8.
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Chapter 3: Social Effects

Page	Comment
	Abandonment and discontinuance need to be evaluated. Proposed connecting track between the MN&S line and the BNSF Wayzata line may need to be evaluated.
3-75	The Surface Transportation Board should be included as a consulting agency in the Section 106 review process.
3-77 and 3-78	A Programmatic Agreement (PA) is discussed on pages 3-77 and 3-78, and it would be appropriate for the Surface Transportation Board to be involved in any revision of the PA and to become a signatory to this document.

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Chapter 4: Environmental Effects

Page	Comment
	Abandonment and discontinuance need to be evaluated. Proposed connecting track between the MN&S line and the BNSF Wayzata line may need to be evaluated.
4-26	Under Table 4.2-1, "Permitting Agencies, Corresponding Regulatory Responsibilities, and Actions," the Surface Transportation Board should be listed as a "Permitting Agency." The Board is an economic regulatory agency that Congress charged with resolving railroad rate and service disputes and reviewing proposed railroad mergers. The Board has jurisdiction over railroad rate and service issues and rail restructuring transactions, such as mergers, line sales, new line construction, and abandonments. Board approval would be required if: <ul style="list-style-type: none"> • TC&W proposes to discontinue service over CP's Bass Lake Spur and HCRRA's Cedar Lake (Kenilworth Corridor); • CP proposes to abandon a portion of the Bass Lake Spur and HCRRA

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	<p>proposes to abandon the Cedar Lake (Kenilworth Corridor)); and/or</p> <ul style="list-style-type: none"> The construction of connecting track, if it is determined that the new track(s) would enable carrier(s) to reach new markets or new competitive territory. <p>We have provided a description of the Board's jurisdiction and actions that require Board authorization with our comments.</p>
	<p>Safety</p> <p>Changes in frequency, weight, speed and volume of trains on the MN&S line may increase safety risks, and there are a number of safety concerns because of sharp turns, steep grades, elevated tracks, narrow right-of-way, at-grade crossings, and schools near the line. Accordingly, it is critically important that any proposed changes to freight rail operations conform to relevant freight rail standards. In addition, increased freight rail traffic near schools and residential areas could have safety implications that warrant mitigation.</p>

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Chapter 5: Economic Effects

Page	Comment
	No Comments.

Chapter 6: Transportation Effects

Page	Comment
	<p>Abandonment and discontinuance need to be evaluated.</p> <p>Proposed connecting track between the MN&S line and the BNSF Wayzata line may need to be evaluated.</p>

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Chapter 7: Section 4(f) Evaluation

Page	Comment
	The U.S. Department of Transportation regulation known as Section 4(f) is not applicable to Surface Transportation Board actions because the Board is an independent agency. Accordingly, we do not have any comments to submit on Chapter 7.

Chapter 8: Financial Analysis

Page	Comment
	No comments.

Chapter 9: Indirect Effects and Cumulative Analysis

Page	Comment
	If TC&W's freight traffic is rerouted to the MN&S corridor, pages 2-20 and 2-27 of the DEIS state that freight traffic on the MN&S line would increase by a maximum of an additional six trains per day and a maximum of 22 additional trains per week. Freight traffic is projected to increase nationwide over the next several years, and traffic forecasts should be available from the relevant freight railroads. That information would be useful to include in the analyses of alternatives that would result in the rerouting of freight traffic over the MN&S line. If freight traffic forecasts for the reroute alternatives are not evaluated as part of the proposed project, it would seem appropriate to consider freight traffic forecasts and any potential impacts in Chapter 9.

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Chapter 10: Environmental Justice

Page	Comment
	No comments.

Chapter 11: Evaluation of Alternatives

Page	Comment
	No comments.

Chapter 12: Public Agency Coordination and Comments

Page	Comment
12-14	Under Table 12.2-2. Preliminary List of Required Permits, the Surface Transportation Board should be included in the list of "Federal Approvals" that may be required because, depending on the alternative selected, certain aspects of this proposed project may require a license from the Board. We have provided a description of the Board's jurisdiction and actions that require

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	Board authorization with our comments.
12-16	<p>Under the section 12.2.2 titled “Section 106 Coordination,” the Surface Transportation Board should be: (1) listed as a coordinating agency and (2) included in the Section 106 process.</p> <p>In addition, a Section 106 Agreement is discussed on page 12-16. As a Federal agency with responsibilities under the National Historic Preservation Act (16 U.S.C. 470f), it would be appropriate for the Surface Transportation Board to be involved in the development of this agreement and to become a signatory to this document.</p>

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<Maya.Sarna@dot.gov>

12/19/2012 09:38 AM

To <Christa.Stoebner@stb.dot.gov>,
<swcorridor@co.hennepin.mn.us>
cc <Christopher.VanWyk@dot.gov>,
<Vicki.Rutson@stb.dot.gov>

bcc

Subject RE: Comments on the Southwest Transitway DEIS

Thank you, Christa.

Have a wonderful holiday!

MAYA SARNA

(d) 202.366.5811 | (e) maya.sarna@dot.gov

-----Original Message-----

From: Christa.Stoebner@stb.dot.gov [mailto:Christa.Stoebner@stb.dot.gov]

Sent: Wednesday, December 19, 2012 10:34 AM

To: swcorridor@co.hennepin.mn.us

Cc: Sarna, Maya (FTA); VanWyk, Christopher (FTA); Vicki.Rutson@stb.dot.gov

Subject: Comments on the Southwest Transitway DEIS

The Surface Transportation Board's comments on the Southwest Transitway DEIS are attached. We also mailed a copy of our comments to Katie Walker and Marisol Simon.

(See attached file: Dec 19 2012 Letter to Hennepin County.pdf) (See
attached file: Southwest Light Rail in Minneapolis DEIS STB Comments Dec
19.docx)

Christa Stoebner
Surface Transportation Board
Office of Environmental Analysis
202.245.0299



"Nancy Newcomb"
<scratchndentlady@comcast.net>

12/19/2012 11:12 AM

To <swcorridor@co.hennepin.mn.us>

cc

bcc

Subject 2 Issues

I am small business in St. Louis Park. I am a part of the Hiway 7/Louisiana interchange coalition that is comprised of many businesses in SLP. We have resigned ourselves to the fact that LRT is coming thru, no matter what. We have a couple issues: The transportation \$ could be better spent on other projects such as Hwy 10 which has had a number of fatalities. Hwy 7 has had 0. I understand that this project is being done to prepare for LRT but have you lost sight of human cost just to get the LRT thru here? The other issue is that SLP has not set aside any \$ to help any of the businesses that will be in a 2-year construction zone with no access off of Hwy 7 on and off for the 2 year period and then no access at all for months at the end of the project. This is our major artery for our businesses. MNDOT has stated there is a 30-40% drop in business on this kind of project (we know that is a low estimate). Needless to say a few of us will not be able to sustain that. We are a 15 year old family business and it's sad. The city offered us low interest loans that we have to pay back, marketing/communications which we would have to pay for and free consultation. We are business people with a wealth of experience and knowledge, do you really think a government office can teach us how to prepare our business. If our revenue is down, how can we possible pay for extra costs.? Why is there \$500,000 dedicated to the design and implementation of artwork for the Hwy 7/Louisiana interchange, more bicycle/pedestrian paths in a commercial/industrial zone but no money to help the businesses was set aside. All I'm asking is for a little compassion in supporting the businesses the way we have supported you all these years.

T4

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Nancy Newcomb | Owner

Odds and Ends Furniture Gallery

3740 Louisianna Avenue South

St. Louis Park, MN 55426

Tel: 952.924.1061 | Fax: 952.924-0567

scratchndentlady@comcast.net

www.oddsandendsfurniture.com



"Jeff Roy, Summit Hill
Association"
<summithill@visi.com>
12/19/2012 01:19 PM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject Letter from SLP residents re DEIS

December 19, 2012

To Whom It May Concern:

We are writing in response to the *Southwest Light Rail Transit (SWLRT) Draft Environmental Impact Statement (DEIS)*. We whole-heartedly support the SWLRT as a system, but have many concerns regarding the proposed freight rail re-route plan in St. Louis Park. We support the co-location of freight and the SWLRT in the Kenilworth Corridor.

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We have long been active residents in the St. Louis Park Lenox Neighborhood and in the Lenox Neighborhood Association (LNA) – recognized by the City as the citizen participation organization representing residents and businesses within our neighborhood boundaries. Jeff was the LNA President 1993 to 1998, and was deeply involved in discussions with former Mayor Gail Dorfman and city staff in the mid to late 1990's when the City was studying the proposed freight rail re-route issue. LNA was opposed to the re-route. The City Council eventually voted to oppose a proposed re-route of freight from the current Kenilworth Corridor to the MS&S spur line unless it was found unfeasible to keep it in the Kenilworth. Today, the LNA still opposes the re-route of freight rail onto the MN&S spur line and made that again official in a resolution in 2011.

The data used in the creation of the *Southwest Light Rail Transit (SWLRT) Draft Environmental Impact Statement (DEIS)* to evaluate the proposed freight re-route does not include the studies conducted by the City of St. Louis Park or those by the citizen group Safety in the Park. These studies show that the co-location of the SWLRT and freight traffic in the Kenilworth would be the cheapest and safest alternative; and the least disruptive to the most residents and small businesses. In addition, the TC&W railroad that currently carries the freight in the Kenilworth has indicated that it does not want the re-route of freight traffic onto the MN&S. This is because the Kenilworth route is the shortest, straightest and most level route. It is clear that huge financial incentives would need to be offered to the TC&W in order for it to use the longer, more capital expensive route...and all at additional tax payer expense!

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The proposed re-route of freight rail traffic from the Kenilworth Corridor to the MN&S line makes no sense fiscally, environmentally, nor for the safety of homeowners, children, small businesses and motorists who would be impacted. But specifically, we here share are concerns about safety as follows:

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· There are five schools within a half-mile of the re-route (with the SLP High School building within 75 feet of the tracks!); while there are no schools along what would be the co-location route in the Kenilworth.

· The allowable speed limit for re-routed freight traffic on the MN&S would increase from current 10 mph to 25 mph. As it is, trains cannot stop on a dime for emergencies; and with the longer – up to mile-long trains that would be re-routed to this spur line, we understand it would take at least a mile to make an emergency stop (please read child or car on tracks).

· With longer mile-long trains, the re-routed freight cars would simultaneously block six crossings several times a day – taking 10 minutes or more for trains to clear an intersection. Given the curves and grades along the MS&S line, these re-routed trains would not be able to safely travel at 25 mph – thereby potentially increasing the blocking of traffic for more than 20 minutes and 10 times a day! There are four blind curves within a mile of each other on the MN&S line which adds to the potential for future train derailments – as we have seen only too much nationally – increasing with increased speed.

· The safety of thousands of school children and staff at the SLP High School are at risk with this proposed re-route and longer & more frequent trains. The track is between the High School and a McDonald's franchise, and the school's athletic field – posing a serious threat to student safety even with improved crossing arms. It is unreasonable to expect no pedestrian accidents in this area - particularly since youth can be more impulsive and risk taking.

The proposed freight re-route is a very unwise proposal. It is costly to tax payers, unsafe, and totally unnecessary as the current traffic can stay in the Kenilworth Corridor and be co-located with the proposed SWLRT traffic.

C

Sincerely,

Jeff Roy and Jeanne Stevens
3233 Florida Ave. S.
St. Louis Park, MN 55426

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--- the forwarded message follows ---

----- Message from "Jeff Roy, Summit Hill Association" <summithill@visi.com> on Wed, 19 Dec 2012 13:14:25 -0600 -----

To <sw@co.hennepin.mn.us>, <jacobsjeffrey@comcast.net>, <hallfinslp@gmail.com>, <spanoslpCouncil@gmail.com>

: <suesanger@comcast.net>, <annmavityslp@comcast.net>, <susansanta@aol.com>, <juliaross.slp@gmail.com>
cc: <jstevens@hclib.org>, <lapray@comcast.net>
December 19, 2012

To Whom It May Concern:

We are writing in response to the *Southwest Light Rail Transit (SWLRT) Draft Environmental Impact Statement (DEIS)*. We whole-heartedly support the SWLRT as a system, but have many concerns regarding the proposed freight rail re-route plan in St. Louis Park. We support the co-location of freight and the SWLRT in the Kenilworth Corridor.

We have long been active residents in the St. Louis Park Lenox Neighborhood and in the Lenox Neighborhood Association (LNA) – recognized by the City as the citizen participation organization representing residents and businesses within our neighborhood boundaries. Jeff was the LNA President 1993 to 1998, and was deeply involved in discussions with former Mayor Gail Dorfman and city staff in the mid to late 1990's when the City was studying the proposed freight rail re-route issue. LNA was opposed to the re-route. The City Council eventually voted to oppose a proposed re-route of freight from the current Kenilworth Corridor to the MS&S spur line unless it was found unfeasible to keep it in the Kenilworth. Today, the LNA still opposes the re-route of freight rail onto the MN&S spur line and made that again official in a resolution in 2011.

The data used in the creation of the *Southwest Light Rail Transit (SWLRT) Draft Environmental Impact Statement (DEIS)* to evaluate the proposed freight re-route does not include the studies conducted by the City of St. Louis Park or those by the citizen group Safety in the Park. These studies show that the co-location of the SWLRT and freight traffic in the Kenilworth would be the cheapest and safest alternative; and the least disruptive to the most residents and small businesses. In addition, the TC&W railroad that currently carries the freight in the Kenilworth has indicated that it does not want the re-route of freight traffic onto the MN&S. This is because the Kenilworth route is the shortest, straightest and most level route. It is clear that huge financial incentives would need to be offered to the TC&W in order for it to use the longer, more capital expensive route...and all at additional tax payer expense!

The proposed re-route of freight rail traffic from the Kenilworth Corridor to the MN&S line makes no sense fiscally, environmentally, nor for the safety of homeowners, children, small businesses and motorists who would be impacted. But specifically, we here share are concerns about safety as follows:

- There are five schools within a half-mile of the re-route (with the SLP High School building within 75 feet of the tracks!); while there are no schools along what would be the co-location route in the Kenilworth.
- The allowable speed limit for re-routed freight traffic on the MN&S would increase from current 10 mph to 25 mph. As it is, trains cannot stop on a dime for emergencies; and with the longer – up to mile-long trains that would be re-routed to this spur line, we understand it would

take at least a mile to make an emergency stop (please read child or car on tracks).

- With longer mile-long trains, the re-routed freight cars would simultaneously block six crossings several times a day – taking 10 minutes or more for trains to clear an intersection. Given the curves and grades along the MS&S line, these re-routed trains would not be able to safely travel at 25 mph – thereby potentially increasing the blocking of traffic for more than 20 minutes and 10 times a day! There are four blind curves within a mile of each other on the MN&S line which adds to the potential for future train derailments – as we have seen only too much nationally – increasing with increased speed.
- The safety of thousands of school children and staff at the SLP High School are at risk with this proposed re-route and longer & more frequent trains. The track is between the High School and a McDonald's franchise, and the school's athletic field – posing a serious threat to student safety even with improved crossing arms. It is unreasonable to expect no pedestrian accidents in this area - particularly since youth can be more impulsive and risk taking.

The proposed freight re-route is a very unwise proposal. It is costly to tax payers, unsafe, and totally unnecessary as the current traffic can stay in the Kenilworth Corridor and be co-located with the proposed SWLRT traffic.

Sincerely,

Jeff Roy and Jeanne Stevens
3233 Florida Ave. S.
St. Louis Park, MN 55426

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"PAUL LEUTGEB"
<PAULLEUTGEB@COMCAS
T.NET>

12/19/2012 05:05 PM

To <swcorridor@co.hennepin.mn.us>

cc

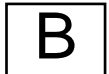
bcc

Subject Southwest Light Rail

Dear Sir/Madam:

I am enclosing my comment on the EIS by attachment which contains my letterhead including full name and address and telephone number.

Let us hope that this massively expensive and ill conceived disaster can somehow be averted.



Sincerely yours,

Paul F. Leutgeb
2536 Burnham Road
Minneapolis, MN 55416
(612) 377-2847

PAUL F. LEUTGEB
DIANE J. CAMP, M.D.
2536 BURNHAM ROAD
MINNEAPOLIS, MN 55416

TELEPHONE/FAX (612) 377-2847

December 19, 2012

SWCORRIDOR@CO.HENNEPIN.MN.US

Re: Environmental Impact Statement for Southwest Rail

Dear Sir/Madam:

The exceptional article by Dr. Goldsmith in the Star Tribune last Friday was perfectly on point in stating that the environmental impact of running the proposed light rail trains about 100 yards from our home will be to destroy our neighborhood. Dr. Goldsmith's larger concern was that the trains would destroy the wilderness area as a recreational site enjoyed by so many for walking and bicycling between our home near Cedar Lake and downtown Minneapolis.

My major concern is that by running the proposed rail line through a nature preserve, the fundamental purpose of light rail, which is to provide mass transportation, is completely vitiated. Building an expensive rail station in the woods where no one will get on or off the train is an exercise in utter lunacy. It simply mystifies me to learn that the train will be run where no passengers will have any need or opportunity to get on or off as they will be riding in the beautiful and picturesque setting of a nature preserve. Would it not make more sense to run the trains down the 29th street rail corridor, through the uptown area and into downtown on Hennepin or Nicollet or some other major street where thousands of potential passengers would have access to mass transportation? I have heard the laughably dismissive argument that those potential passengers can ride the bus for mass transit. *Now the same issues are coming up in Golden Valley with another proposed light rail line that planners want to run through a nature preserve rather than route the trains through north Minneapolis where passengers would have access and ability to use mass transit.*

E0

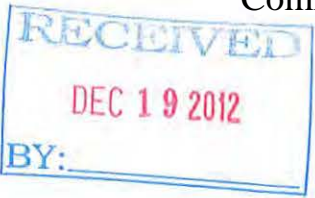
E10

I understand that the fundamental flaw in planning projects like southwest light rail is that the vast majority of the money comes from the federal government and is viewed as "free money," by the planners. It makes it possible to ignore common sense principles like running the trains where a maximum number of potential passengers can have access to mass transportation. Instead, the trains get run where the suburban passengers can have a picturesque trip and the fundamental purpose of light rail, to provide mass transportation, is completely ignored and totally avoided while the "free money," from our federal government gets shamefully wasted. None of this touches on principles of common sense and good judgment and ignores long established practical experience which confirms that not one of these light rail lines is capable of producing sufficient revenue from rider fees to be self supporting. Every one of the lines has to be subsidized by the taxpayers on an annual basis forever. Running the trains through the woods just makes the revenue picture even more dismal than it would otherwise be.

T1

Sincerely yours,

Paul F. Leutgeb



December 7, 2012

Hennepin County
Housing, Community Works & Transit
ATT: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Re: Calhoun Isles Condominium Association Comments on the Southwest Transitway Draft
Environmental Impact Statement

Dear Project Manager;

Calhoun Isles Condominium Association is located north of the future location of the West Lake Street station and abuts the south-east side of the present Kenilworth bike and walking trails, which is the present freight line right-a way. Our complex consists of 109 high-rise condos and of 34 town homes. The condo construction uses 11 inch concrete for walls and floors rising 12 floors. The railroad right-a-way at this point is directly adjacent to our Condominium Association.

CONCERNS

A comprehensive review of the DEIS has shown the particular importance of the following issues:

- o Noise
- o Vibration
- o Electromagnetic Interference and live exposed wires
- o Safety
- o Visual Effects

O1 N2
R1

NOISE

DEIS data indicates the Leq ambient noise level in the Calhoun Isles area to be 44dB^[1]. This data does not include the freight train traveling this track at 5 MPH two or maybe three times over a 24-hour period. With a 90 ton LRT traveling these tracks every 3 ½ minutes at 30 to 40 MPH, with brake and wheel squeal, with the warning bells at the station, the (SEL) sound level will reach 114 dB as also shown by DEIS data^[2]. This is “severe impact”^[3]. The tracks at this area are on a curve, guaranteeing wheel squeal. Further the stop at the West Lake Street station guarantees brake squeal. The FTA charts use Leq , cumulative noise exposure over one hour, with only 12 LRTs per hour at a distance of 50 feet. Our area will have 17 LRTs per hour at a distance of approximately 20 feet from a two track LRT. *There are no charts covering such extreme conditions.* This does not take into account the noise amplification that occurs in the upper floors of the high rise or that 17 times an hour we shall experience (SEL) noise levels of

O1
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^[1] DEIS Appendix H Part 1, page 215 and page 217 for footnotes description.
^[2] DEIS 4.7.3.4 Table 4.7-2
^[3] DEIS Appendix H Part 1, page 207 and FTA Manual page 49, Figure 3-1.

114 dB^[4]. On the log scale **this does not appear excessive, but on a normal linear scale this is an increase over the ambient of three thousand times in intensity!** From universal data, this sound level is similar to live rock music or an auto horn at one meter distance.

E4

An additional source of noise would occur with a LRT bridge over Cedar Lake Pkwy. The LRT would begin its rise and complete its drop close to the Calhoun Isles complex and thus expose its excessive track noise more easily to the trail and the surrounding homes.

O1

VIBRATION

Vibration from the LRT will be at a higher frequency than that experienced with the freight train and thus more in the audible range as it dampens. There is concern about the long range effects, both on the concrete condominium and the structure of the town homes construction With the schedule of the LRT this vibration will occur every 3.5 minutes compared to every 8 to 12 hours as previously. Thoughts of the collapse of the Sabo Bridge, caused by stress fractures, come to mind.

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ELECTROMAGNET INTERFERENCE

With fully exposed overhead wires and arcing, significant concern exists about the health of the occupants of the nearby housing units. The DEIS did not reference any effects on people¹. The total distance across the right-a-way from condo to condo is only 60 feet. This would put some of the condo units within about 15 to 20 feet of the LRT.

E6

Exposed overhead LRT high voltage wires are deadly to birds and kill them en-masse, especially migrating birds. The DEIS dismissed as unlikely any effects on migrating birds². Calhoun Isles and the Park are on a migrating path. The DEIS has not performed any studies on this, therefore more data is required as part of the mitigation process.

N11

SAFETY

Park Siding Park is a playground just across a single lane street from the Kenilworth trail and right a way. There is significant safety concerns about a children’s park so close to a fast LRT. Again, there is the noise, vibration, and an environment of a fast train running every few minutes very close to a playground.

R2

E7

E9

The Kenilworth biking and walking trail crosses the LRT tracks at three locations: just south of the West Lake Street station, the Cedar Lake Pkwy, and just north of the 21st Street station where the North Cedar Lake Trail and the Kenilworth trail meet. The concern is whether these crossings will remain safe and convenient. The actual location of the bike and walking trail alongside the LRT was not specified in the DEIS.

VISUAL EFFECTS

The Kenilworth bike and walking trail is a peaceful and pastoral section of the Minneapolis system. To place a fast LRT train, running every 3 ½ minutes, with its catenary poles and wires through this area would have a negative effect on the park. Clearly, local residents wish to retain the environment for the bikers and walkers who use this trail. To the Met Council this area may be seen as a “right-a-way” but, to thousands of Minneapolis residents our park system “is the jewel in the crown” envisioned by those

E4

E8

N2

^[4] DEIS page 4-84 Table 4.7-2.

¹ DEIS 4.10.3 page 4-132

² DEIS 4.3.2.4 page 4-49

having the foresight to establish this park system. We realize Light Rail is important, but do not wish to destroy the environment. A surface LRT would destroy this.

SUGGESTED MITIGATION ALTERNATIVES

Placing the LRT below grade level would significantly reduce our concerns noted above. This could be accomplished with a tunnel or, more economically, with ditch and fully enclosed sound barrier. Sound barriers, by themselves, would not control the sound amplified to the upper floors of the high rise. Therefore, the sound barriers must be enclosed. Such a system would also ease the problem of the Cedar Lake Blvd intersection, allowing the road to be a grade bridge over the LRT track. Live overhead wires would be shielded from migrating birds, some rare such as Eagles and Cranes.


We value the opportunity to comment on the DEIS for the SWLRT, and we expect to have a role in the mitigation process regarding the concerns addressed above.

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L1

Sincerely,

Nancy Green

Calhoun Isles Condominium Association

CALHOUN ISLES CONDOMINIUM ASSOCIATION

RESPONSE TO

DRAFT ENVIRONMENTAL IMPACT STATEMENT

ISSUE NOISE AND VIBRATION

4.7.1 Methodology pg4-76-77

Airborne noise effects associated with the proposed Southwest Transitway Project were evaluated using the FTA’s Detailed Noise Assessment methods (FTA 2006). The methodology included identifying noise-sensitive land uses, measuring existing outdoor noise levels in the project area, using the existing noise levels to identify noise impact thresholds, calculating project-related outdoor noise levels, and determining if project-related noise levels exceed FTA noise impact thresholds. FTA noise impact thresholds vary depending on land use and existing noise exposure. Two types of noise impacts are included in the FTA criteria. The type of impact affects whether noise mitigation is implemented.

- Severe Impact. A significant percentage of people are highly annoyed by noise in this range. Noise mitigation would normally be specified for severe impact areas unless it is not feasible or reasonable (unless there is no practical method of mitigating the impact).
- Moderate Impact. In this range, other project-specific factors are considered to determine the magnitude of the impact and the need for mitigation. Other factors include the predicted increase over existing noise levels, the types and number of noise-sensitive land uses affected, existing outdoor-indoor sound insulation, and the cost-effectiveness of mitigating noise to more acceptable levels.



TRACK AND BIKE/WALKING TRAILS

Refer to Appendix H for details on the noise impact criteria.

COMMENT: The information detailed in this section is so severe that mitigation is imperative. The standard in the FTA Manual for noise is for a distance of 50 feet and 12 passes per hour. At our location the distance from a two track LRT to the condo complex will be approximately 20 feet and the hourly trips will be 17. There are no charts that even come close to these extreme conditions. The ambient Leq noise measured is 44 dB while the LRT noise SEL, from the Hiawatha

Line, will be 114 dB. That is an extraordinary increase in noise that will occur 17 times every hour. This is not only true for the residents of the Calhoun Isles Condominium Association, but also for those at Park Siding playground and the Kenilworth biking and walking trail. Presently, residents of Calhoun Isles Condominium Association, who live in the upper floors of the towers and in line of sight of the

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freight train wheels, report the noise at ground level is amplified at levels above ground. For the vast majority of time, the residents, who live in the tower facing Cedar Lake, experience low levels of noise (the aforementioned 44 dB). These noise levels are so low, in fact, that some of the residents can regularly hear ducks quacking and/or geese honking on Cedar Lake. Noise monitoring locations should include higher elevations so that appropriate mitigations can be implemented.

Based on the ESI Engineering Report (Appendix) the following are additional comments on the noise impact assessment:

1. An Existing Noise Exposure level of $L_{dn} = 60$ dBA was assumed based on measurements near West Lake Street (Site No. 31), but we assume most of cluster A-A-WB-2-1 is located in an area similar to Site No. 30, which has an existing noise level of $L_{dn} = 55$ dBA. This reduces the impact criterion level.
2. Additional measurement of the existing noise exposure level are needed nearer the condo building more accurately evaluate the noise impact.
3. The DEIS "Noise Assessment Table - 2012 Update" uses a distance to track centerline of 49 ft for the nearest cluster, but the actual distance between track centerline and the nearest house is estimated to be about 30 ft.
4. Including bell noise traveling at 15 mph in the calculations increases the impact by about 6 dBA.
5. The DEIS "Noise Assessment Table - 2012 Update" uses the wrong moderate and severe impact levels. If the existing noise level is $L_{dn} = 60$ dBA, the impact criteria is 58 dBA for moderate and 63 dBA for severe, not 60 dBA for moderate and 64 dBA for severe as shown.
6. The impact criteria for an existing noise level of $L_{dn} = 55$ dBA (measurement Site No. 30) is 55 dBA for moderate and 61 dBA for severe.
7. The "Ambient Noise Impact Table - 2012 Updates" in Appendix H includes noise measurement results. The descriptions for Site No.'s 30 and 31 say that noise from several CT&W train events was removed. However the measurement is noted to indicate the freight train noise was included in the measurement. Which is correct?
8. The FTA manual does not have an adjustment for effects of elevation. No adjustment in the calculation for the height of the townhouses and condo buildings were included in the DEIS assessment.
9. Train horns were not used in the DEIS noise analysis. This is an issue at Cedar Lake Parkway if an at-grade-crossing is selected as an alternative to the bridge in the current design. Our calculations indicate that one train horn per hour at the Cedar Lake Parkway causes an impact that exceeds the Severe Impact criterion by 9 dBA at 50 ft.
10. If the train bells and horn are sounded from the front and rear of the 3 car trains simultaneously (as was done on the Hiawatha line), the noise exposure is greatly increased. This needs to be verified.
11. The distance from the track to the nearest cluster in the 2012 Update of the Noise Assessment Table is 49 feet. However, the nearest house is about 30 feet from the centerline of the alignment. The nearer distance increases the noise impact by about 2 dBA.

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12. LRT speeds indicated on drawings in the DEIS are slower than 45 mph in much of the Kenilworth Corridor.

4.7.3 Long Term Effects pg 4-84

Table 4.7-2 Sound Exposure Levels used in the Noise Analysis. Operational assumptions include # trips/day, speed, vehicle bells, horns, stationary bells

COMMENTS; Operational assumptions include # trips/day, speed, vehicle bells, horns, stationary bells but does not mention the long term effect of frequency of the noise levels from for example, high frequency wheel squeal and low frequency train rumble from train sway. When the LRT is operational, the sound will increase from approximately one locomotive train per 8 hours to approximately 250 LRT trains per day. A final analysis of the long term effects should include recognition and study of the effects of noise exposure from over 250 trains per day. Calhoun Isles Condominiums will be exposed to noise from five of the six noise sources listed in table 4.7-2 including Sound Level Exposure of 106 decibels from stationary crossing signal and 114 decibels from vehicle curve squeal. This noise affects all the residents of Calhoun Isles Condominium Association with some as close as 40 feet from the current single track who will be severely impacted by noise well above the 55dB.

4.7.6 Mitigation pg4-102

Project noise levels that result in a "Severe Impact" to a receptor pose a compelling need for mitigation. Most of the severe impacts are due to warning signals such as horns and bells near at-grade crossings, crosswalks and stations. Use of these signals is required for safe operation of the LRT system, but this does not exclude mitigation options for these impacts

COMMENT: As stated in Table 4.7-8, Noise level of the 250 LRT trains will have a severe impact on 406 living units between West Lake Street Station and Penn Station, especially given the concrete/stucco towers and townhomes structure of the Calhoun Isles Condominium Association. The West Lake Street station is less than 1 city block from the Calhoun Isles Condominiums; this area will be plagued with the bell

noise as well as the brake squeal as the LRT approaches the station. The brake squeal will be particularly loud, louder than the 114 dB, as trains travel down the Cedar Lake Pkwy bridge ramp into the West Lake Street station. Calhoun Isles Condominiums are also on a curve of the tracks. This factor also guarantees significant wheel squeal. Another source of wheel squeal will occur when the 90 ton trains accelerate from a stopped position at the station and proceed to downtown Minneapolis or to Eden Prairie. Based on multiple observations that have been made at various points on the Hiawatha LRT, the bell noise will be as obnoxious as the noise from the wheel squeal. The Kenilworth trail is adjacent to the proposed LRT route. Kenilworth Trail is a well-used neighborhood area that connects the Chain of Lakes and intersects with Historic Grand Rounds. Users of Cedar Lake Park, South Beach,



LOOKING DOWN FROM 3151 TOWER

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Hidden Beach, Park Siding, boaters and many other recreational destinations are impacted by the noise from the LRT. No specific mitigations are listed to address this impact on the densely populated and heavily utilized area north of the West Lake Street Station. Calhoun Isles Condominium Association requests additional study of the noise impact on the neighborhood and asks for consideration of mitigations for the area between West Lake Street Station and Cedar Lake Parkway that includes tunneling, trenching or a covered trench such as the trench on the Hiawatha line that



PARK SIDING PLAYGROUND & TRAIN

goes under Minnehaha Park. We think that virtually all the bell noise can be eliminated by employing a less invasive warning signal, such as flashing lights, instead of the bells at the West Lake station. The SWLRT will not encounter any cross streets between the Belt Line Highway and 21st street. Enclosing the SWLRT in a tunnel or a covered trench will allow the bike and walking paths to be segregated from the tracks. Hence, using the flashing lights at the West Street station will provide adequate warning to the riders. The bells and/or horns can be used, if an emergency situation arises. We believe that the elimination of

the bells will solve a major noise issue for the entire CIDNA neighborhood south of Cedar Lake.

Neighborhood associations should be stakeholders in planning the mitigations for the severe noise levels. We respectfully request that the comment period for 4.7.6 be extended until completion of additional study and/or compilation of specific proposed mitigations.

4.8.2.1 Vibration-Sensitive Land Uses pg 4-108

The FTA vibration screening distances for LRT projects are 450 feet, 150 feet, and 100 feet for land use categories 1, 2, and 3 (as described in Section 4.8.1.1) respectively. These distances were used to determine if any vibration sensitive land uses exist within the screening distances adjacent to each of the alternative alignments. These are illustrated in Figure 4.8-2. Table 4.8-2 summarizes the number of vibration sensitive land uses found within the vibration screening area.

COMMENT: Continuous road and train vibrations from 250 trains per day can damage existing structures as demonstrated with the collapse of the Sabo Bridge from stress fatigue. Construction vibrations can also result in structural damage. Living units in close proximity to the proposed LRT route such as the Calhoun Isles Condominiums which exhibit frequency change as the vibration wave travels should have vibration studies performed in the units prior to construction and after construction has been completed and the trains are operational.

The following are additional comments as noted in the ESI Engineerg Consultant's Report contained in the Appendix on the vibration impact assessment:

1. The project generated vibration and ground-borne noise impact presented in the DEIS assumes the rails and train wheels are in perfect condition. Worn or corrugated rails and wheels with flats are know to increase vibration and ground-borne noise by as much as 10 dB.

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- 2. The distance to the cluster A-A-WB-2-1, the nearest cluster, is shown in General Vibration Assessment Results at 41 feet vs. 49 feet in the Noise Assessment Table. This is inconsistent and there are residences that are closer than 41 feet.

4.8.6 Mitigation pg 4-118

Detailed vibration analyses will be conducted during the Final EIS in coordination with Preliminary Engineering. The Detailed Vibration Assessment may include performing vibration propagation measurements. These detailed assessments during the Final EIS/preliminary engineering phase have more potential to reduce project related effects than assessments of mitigation options at the conceptual engineering phase of the project. Potential mitigation measures may include maintenance, planning and design of special track work, vehicle specifications, and special track support systems such as resilient fasteners, ballast mats, resiliently supported ties, and floating slabs

COMMENT: Potential mitigation for vibration at high frequency for example when brakes are applied to low frequency when 90 ton trains move and rumble along the track's curves like the one approaching the West Lake Street Station, are not included in the DEIS. Neighborhood associations should be included in the alternative design of these mitigations. Alternatives may include tunneling or trenching in areas with severe impact from noise and vibration.



ISSUE: LAKE STREET STATION: connectivity, parking, safety

2.3.3 LRT 3A (Locally Preferred Alternative) / page 2-31

Stations are proposed at Mitchell Road, Southwest Station, Eden Prairie Town Center, Golden Triangle, City West, Opus, Shady Oak Road, downtown Hopkins, Blake Road, Louisiana Avenue, Wooddale Avenue, Beltline Boulevard, West Lake Street, 21st Street, Penn Avenue, Van White Boulevard, and Royalston Avenue.

4.6 Air Quality 4.6.1.3 Traffic Analysis Air quality data summarized in Tables 406-2 to Table 4.6-4 indicate compliance with standards for air pollutants. 4.6.4 Long Term Effects The traffic analysis completed for this DEIS indicates that several intersections are anticipated to degrade to LOS D,E, or F as a result of at grade crossings, LRT stations, specifically those with park and ride , will cause localized increases in traffic along adjacent roadways.

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Comment: The West Lake Street Station will be located within a half mile radius of Excelsior Blvd/West Lake Street/Dean Parkway/West Calhoun Parkway. This is the highest traveled highway in Hennepin County with counts of 39,000 cars. Please refer to the Capstone Project conducted at the University of Minnesota that discusses traffic and trail usage in Minneapolis. <http://pwp.org/lake-st-excelsior-blvd/>. Currently, automobile traffic is frequently gridlocked in the area surrounding the proposed West Lake Street Station. It is reasonable to expect that the West Lake Street Station will increase the number of cars utilizing these streets. Neighboring communities such as Calhoun Isles Condominium Association would be adversely affected by emissions from the increased number of automobiles.

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No degree of degradation of the air quality should occur in this already saturated area as a result of the West Lake Street Station. Request additional study of the current traffic flow and projected traffic flow increase related to LRT use based on studies of the Hiawatha line ridership characteristics for traveling to the LRT stations. These studies should then be used as the basis for planning the design of the West Lake Street Station.

N9

3.1.5 Long-Term Effects

3.1.5.1 Effects to Land Use and Socioeconomics / Page 3-33

Accessibility is an important consideration when making development decisions for various types of land use, including residential, office and retail commercial, health and community services, and recreation facilities. Improved accessibility will help the study area become more attractive to business and residential development opportunities, especially when linking major employment centers with rapid transit.

5.2.5.2 Mitigation for Parking and Access Parking

Build Alternatives LRT 1A, LRT 3A (LPA), and LRT 3A-1 (co-location alternative) are all anticipated to have a relatively modest impact on parking with the removal of 20 on-street parking spaces on Royalston Avenue. Mitigation of this effect may include working with staff from the City of Minneapolis to identify needs and opportunities for providing alternative parking solutions. However, based on adjacent land uses and long-term city plans for this area, the need for alternative parking solutions is believed to be low. Build Alternatives LRT 1A and LRT 3A (LPA) are not anticipated to have any long-term effects on business access; therefore, no mitigation is required.

Comment: Due to existing parking saturation at the lots adjacent to the proposed West Lake Station area, it is reasonable to expect that there will indeed be a need for alternative parking solutions. The need for additional parking should be mitigated in order to accommodate the increased demand from projected transit riders who will drive to the station in order to board the LRT.

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Residents of Calhoun Isles as well as other residents in the neighborhoods surrounding the proposed West Lake Street Station location utilize the trails to access neighborhood amenities such as stores as

well as recreational activities at the Lakes and in the parks. Both pedestrians and bikers must have ready and safe circulation in and around Calhoun Village, Calhoun Market Plaza and the West Lake Station as well as safe access to the Grand Rounds and other bike and hiking trails.

Request an analysis of multimodal (car, bicycle, pedestrian) traffic flow and linkages to and from these various destinations and the station. Safe and free flowing bicycle and walking paths must be maintained during construction as well as being integrated into the final design. Resident input should be considered in the design of the safe passage ways.

E7

P9

Calhoun Isles Condominium Association respectfully requests that the comment period for 5.2.5.2 be extended until such time that all studies of traffic and future parking needs are identified and/or specific mitigations have been proposed.

L1

ISSUE: VISUAL EFFECTS

Segment A [LRT 1A and LRT 3A (LPA)] / Page 3-115

The project elements in Segment A corridor would be located on HCRRRA property. Although the segment is located in an existing transportation corridor (Kenilworth Regional Trail), the project would introduce new visual elements—the fixed guideway, including track, catenary poles, and wires—into the area. Catenary poles and wires could have substantial visual impacts on trail users who would share the corridor with the fixed guideway.

Visual impacts on sensitive receptors located at single-family and multi-family parcels throughout the corridor would generally not be substantial because of mature vegetation buffers and the presence of an existing freight rail corridor. Visual impacts may be substantial where the alignment is not



SCENIC ALONG TRAIL

screened by vegetation. Visual intrusion and privacy impacts of the project elements on the sensitive receptors may be substantial where views from the alignment into previously private spaces are created. Visual intrusion and privacy impacts on the outdoor living areas of residential properties could be substantial where vegetation or landscape buffers do not exist.

COMMENT: There will be substantial visual impacts and effects on residents particularly along Segment A north of West Lake Street Bridge and south of Cedar Lake Parkway where the Calhoun Isle Condominium Association and the Cedar Lake Shores Condominiums are currently separated by less

E4

N2

than 65 feet of right of way. The current landscaping of mature tree and evergreens on the berms helps to screen the tracks on each side. On page 2-46 in Figure 2.3-10 LRT Guideway, a typical section at grade is shown to have a 100-foot right of way with the tracks and trails requiring 58 of the 100 feet. In Appendix F Part 1, page 53 the right of way is located adjacent to the edge of the tower at 3151 Dean Court. The bicycle and pedestrian trails or the tracks, depending on the design of the corridor, will be less than a foot from the current living units in Calhoun Isles Condominiums and Cedar Lake Shores Condominiums. Visual impact as well as privacy impacts to indoor and outdoor living areas of both condominiums associations will be significantly affected.

E4

N2

There are a large number of evergreens plants (estimated 15 to 29 feet high) and mature trees (30 to 40 feet high) all along the Kenilworth trail. This area is a stop- over for birds during the spring and fall migration periods. Preservation of existing trees and shrubs or replacement with substitutes of

equivalent type and height should be part of the mitigation plan. Project engineers should employ the highest standards of creativity and design as they attempt to preserve the quality of this vital urban green space. Residents of Cedar Lake Shore Condominiums and Calhoun Isles Condominiums should be included in planning the mitigations for visual impact.

N2

L1



FROM 3151 CONDO TO TRAIL & TRACK

Page 115, cont. (Cedar Lake Parkway) The proposed alignment is on a bridge over Cedar Lake Parkway. Visual impacts on sensitive receptors adjacent to the corridor in the multi-family residential parcel and Cedar Lake

Parkway could be substantial. Visual intrusion and privacy impacts of the project elements on the residents in units with windows facing the alignment where it is bridged structure could be substantial.

COMMENT: A bridge over Cedar Lake Parkway clearly would have substantial visual impacts on residences of Calhoun Isles Condominiums as well as other residents from Lake Street to the Kenilworth Channel. It would also have substantial impacts on users of the Historic Grand Rounds (drivers, bicyclists, pedestrians), as well as Cedar Lake Park and beach users, a fact not mentioned in the present study.

E8

N2

There is no evidence in the present study that the feasibility of trenching, tunneling, or depressing the LRT below Cedar Lake Parkway was examined. Another consideration not mentioned is to utilize the current design of a single bi-directional track perhaps in combination with tunnel or trench. We strongly request that a study of this possibility be undertaken, since a bridge would have such grave quality of life impacts on area residents and users, and an at-grade crossing is likely to have significant traffic and safety impacts.

E8

3.6.5.3 Mitigation, Build Alternatives / Page 3-123

The need for additional landscaping to mitigate potential visual intrusion/privacy impacts following clearing and grubbing activities during construction will be addressed in the Final EIS. Station design and aesthetics will be addressed during Preliminary Engineering and Final Design. Mitigation treatments for visual impacts would be developed during the Final Design process through discussion with affected communities, resource agencies, and stakeholders. Measures would be taken to ensure the design and construction of the Build Alternative considers the context of the corridor and that sensitive receptors receive adequate mitigation. Possible mitigation measures could include:

- Landscaping vegetation such as shrubs and bushes to supplement existing vegetation buffers
- Evergreen vegetation screening to supplement deciduous vegetation buffers in leaf-off conditions
- Fencing
- Tunneling

E4
N2

COMMENT: Calhoun Isles Condominium Association would like to be included in the discussions related to mitigation of visual effects and appreciate the inclusion of communities in this part of the project.

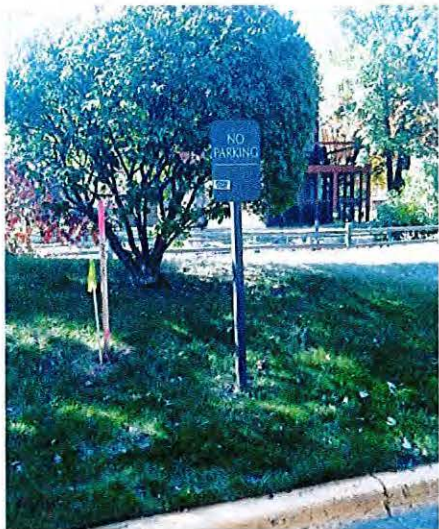
L1

4.10 Electromagnetic Interference and Utilities pg 4-130

This section provides general information regarding existing electromagnetic fields (EMF), electromagnetic interference (EMI), and utilities, and identifies potential effects that may result from the proposed Southwest Transitway project.

4.3.2.4 Migratory Birds

Given the lack of quality habitat along the proposed Build Alternatives, it is likely that the species present in the vicinity have adapted to survive in urban areas and tolerate high levels of human activity. Therefore, the Build Alternatives are not expected to have long term impacts to migratory bird populations.



COMMENT: Exposed overhead LRT high voltage wires are deadly to birds and kill them en-masse, especially migrating birds. The DEIS dismissed as unlikely any effects on migrating birds. Calhoun Isles Condominium residents can attest to the presence of migrating birds several times a year and there is no doubt that this area is on a migrating path. The DEIS does not include any studies on this so mitigation is needed.

Calhoun Isles Condominium Association respectfully requests

E6
N8

that the comment period for 4.3.2.4 be extended until such time that a study of migratory patterns has been done and/or specific mitigations to address the impact of high voltage lines on migratory birds are proposed for the area between Lake Street Station and Cedar Lake.

There is no mention of potential health hazards for persons living in close proximity, like 40 feet or less to the exposed overhead wires. That information should be made available to the public. Any effects could be corrected for example by using a tunnel for a shield.

E10

N8

N11

ISSUE: CO-LOCATION

11.2.5 LRT 3A-1 (Co-location Alternative)

The potential adverse environmental impacts associated with LRT 3A-1 (co-location alternative) cause this alternative to fail to rise to the environmentally preferred alternative They include:

- The necessity to acquire Cedar Lake Park property owned by the Minneapolis Parks and Recreation Board would cause a Section 4(f) impact.
- Failure to provide a direct connection between the CP Bass Lake Spur and the CP MN&S requiring freight trains to navigate the cumbersome and noisy Skunk Hollow switching wye to complete this maneuver.
- High construction related impacts because of the complex construction staging required to rebuild the freight rail tracks.
- Economic development and the potential for transit oriented development will be diminished because of the close proximity of freight rail operations to station locations.
- Pedestrian safety at the Wooddale, Beltline, and 21st Street LRT Stations would be affected by the need to cross the freight rail tract between the LRT stations and park and ride facilities.
- The economic impact of acquiring over 60 units of primarily high quality, high income multi-family housing by the West Lake Street station makes this alternative inconsistent with state, regional, and local policies and adopted plans.
- Retention of freight rail operations in the Kenilworth Corridor will continue to divide neighborhoods while its removal will allow the Southwest Transitway project to bring the areas together and improve community cohesion.



TOO CLOSE NOW

The use of park property is significant. Section 4(f) of the U.S. Department of Transportation Act of 1966, codified at 49 U.S.C. § 303 and 23 U.S.C. § 138 prohibits the Secretary of Transportation from approving a project that requires the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the resource), unless the agency can demonstrate that:

- There is no feasible and prudent

alternative to the use of the land; and

- The action includes all possible planning to minimize harm to the property resulting from such use.

The acquisition of 0.81 acres of Cedar Lake Park needed to co-locate the freight rail tracks that is associated with LRT 3A-1 (co-location alternative) would constitute a Section 4(f) use. Because this Draft EIS has presented other feasible and prudent alternatives to LRT 3A-1 (co-location alternative), this alternative cannot be recommended as the environmentally preferred alternative.

COMMENT: Calhoun Isles Condominium Association supports the conclusion that co-location of freight rail is not a feasible alternative for the reasons listed. The loss of park land described in the DEIS for the co-location cannot be mitigated. The impact on the neighborhoods and on the safety of residents especially at the crossings at Beltline and 21st Street Station would require significant mitigations not explored in this document. These mitigations for safety would require additional funding.

D

COMMENT: Calhoun Isles Association review of the DEIS was unable to locate information related to plans for dealing with occurrences such as a derailment of the LRT train. Given the close proximity to the guideway, we would ask that these contingency plans be made available to the public.

E9

R1



THERE IS NO SPACE FOR MORE TRACKS

Submitted by:
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December 5, 2012

Mr. Ed Ferlauto

Co-chair - Transportation Committee

Cedar-Isles-Dean Neighborhood Association

P.O. Box 16270

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Summary Report
Southwest Transitway Light Rail Noise and Vibration

Cedar-Isles-Dean Neighborhood Association – Minneapolis, Minnesota

Introduction

We understand the Cedar-Isles-Dean Neighborhood Association (CIDNA) is reviewing the Federal Transit Administrations and Hennepin County Regional Rail Authority's Draft Environmental Impact Statement (EIS) for the Southwest Light Rail Transit (LRT) project. The Southwest Transitway LRT is planned to operate along a 15-mile route between downtown Minneapolis and Eden Prairie. The route passes through the CIDNA neighborhoods, as shown in Figure 1 below. CIDNA has concerns about several issues related to this alignment, including the LRT noise and vibration impacts.

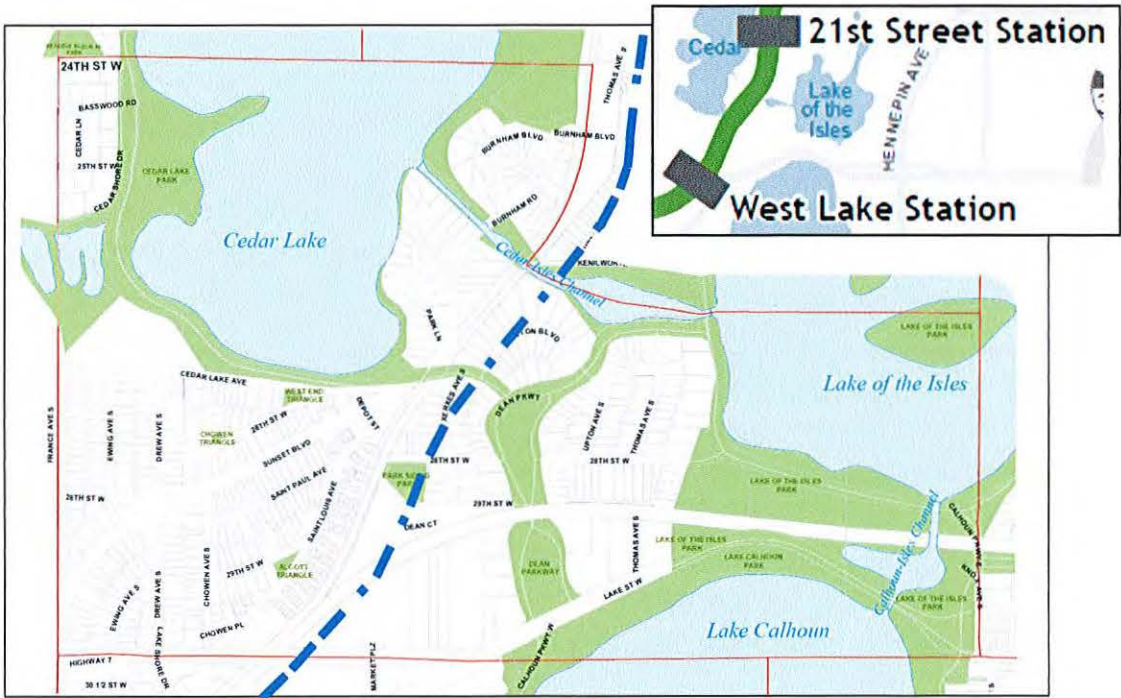
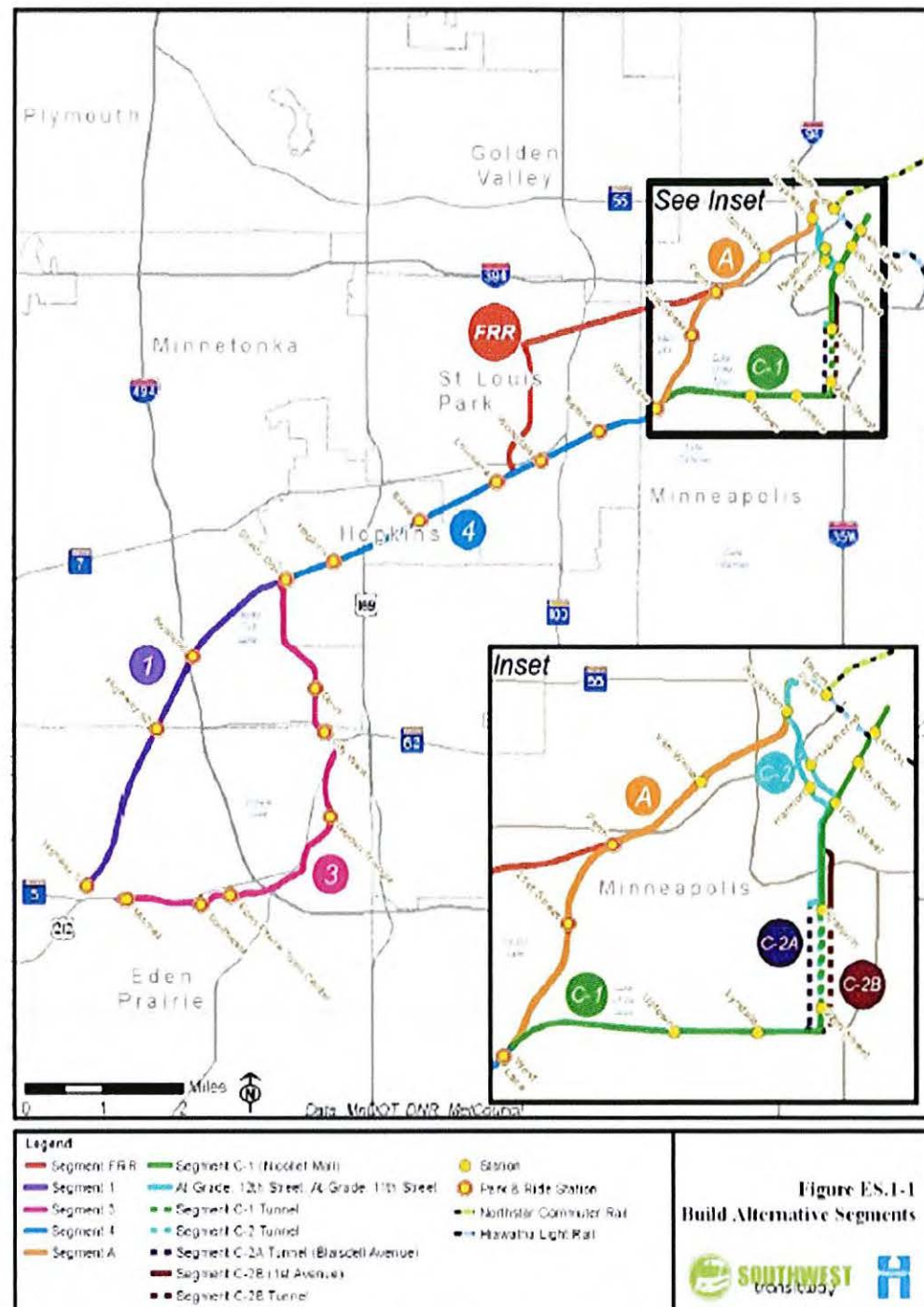


Figure 1 – Map showing the CIDNA neighborhood and inset of the Southwest Transitway route through the Kenilworth Corridor.

The DEIS includes an assessment of noise and vibration related to the construction and operation of the LRT system. ESI Engineering was asked to review the predicted noise and vibration impact as presented in the DEIS. This letter summarizes our findings.

The CIDNA neighborhood is in project segment A, as shown in Figure 2. Segment A is part of the “Locally Preferred Alternative”, a route that is being recommended as the final alignment. Figure 3 is a compilation of drawings from the DEIS that show the preliminary plans in more detail.



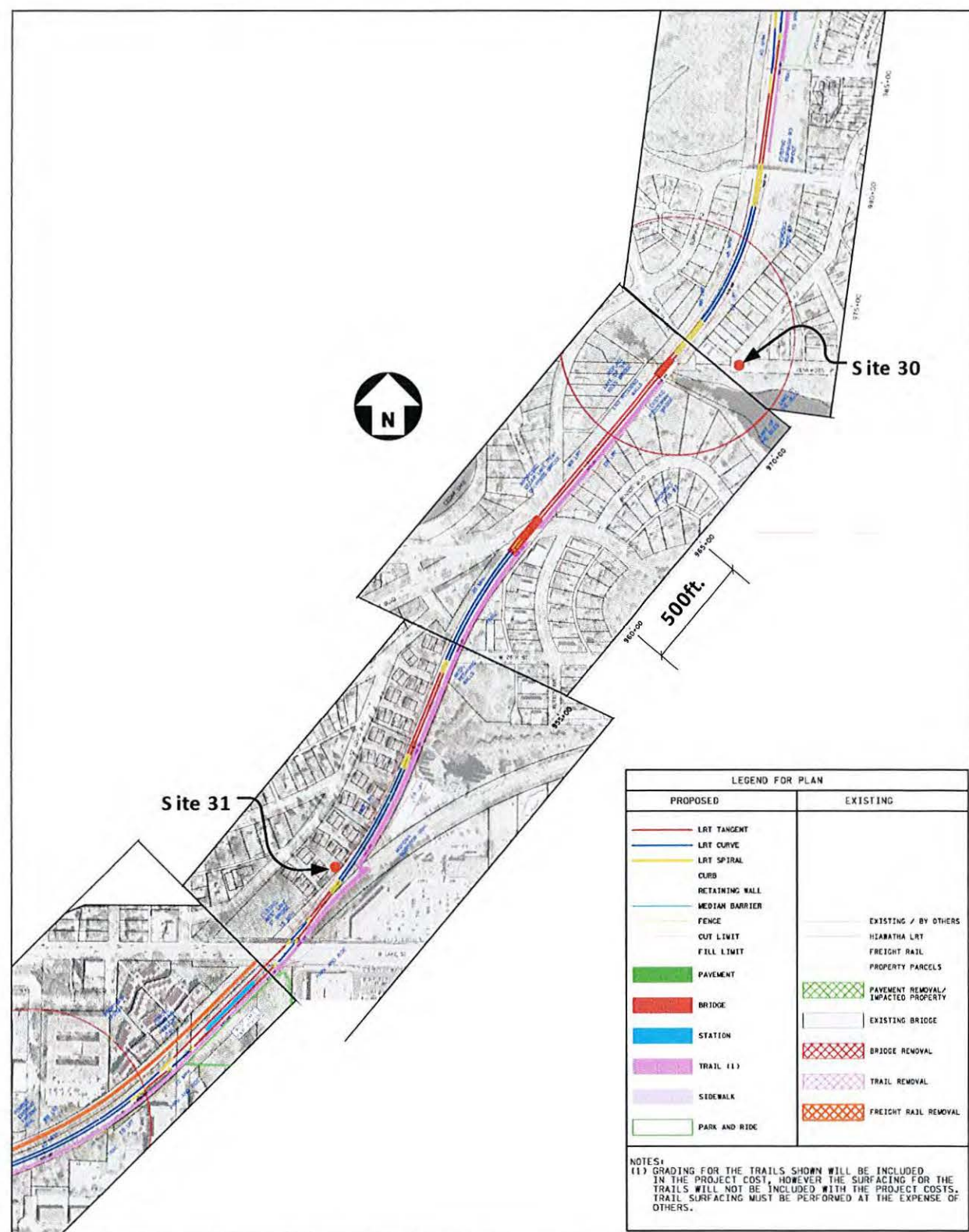


Figure 3 – Compilation of the LRT alignment through the Kenilworth Corridor.

Figure 4 is a section from the DEIS that shows the preliminary rail layout adjacent to a bike/walking trail, such as that along the Kenilworth Corridor. Figure 5 shows this section on an aerial photograph of the existing Kenilworth Corridor freight rail and bike/walking trail in an area that is very narrow. The nearest homes are approximately 30 feet from the centerline of the alignment.

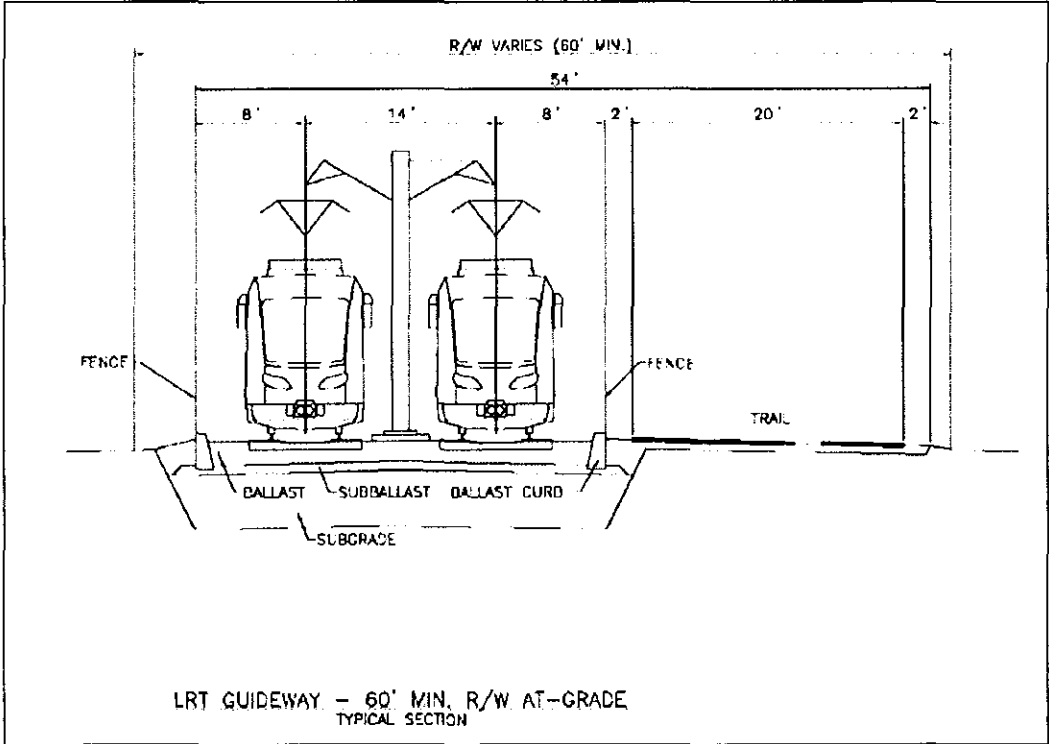


Figure 4 – A section showing the guideway adjacent to a bike / walking trail (from the DEIS).



Figure 5 – Photograph showing the proposed alignment in the Kenilworth Corridor.

Noise Impact

The FTA's Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06, May 2006) was used in the DEIS to evaluate noise and vibration impacts. The document, commonly referred to as the FTA manual or the FTA guidelines, defines noise and vibration impact criteria for different categories of land use. For the airborne noise impact assessment, the CIDNA neighborhoods are considered a Land Use Category 2. Further, the noise metric used is the Day-Night Sound Level, or L_{dn} . The impact criteria are defined by a set of curves, as shown in Figure 6. There are two impact levels; Severe and Moderate. Measurements of existing noise are used to determine the impact threshold per the curves in Figure 6. The method outlined in the FTA manual requires the project to calculate the LRT related noise level and compare the results with the impact thresholds.

A limited number of noise measurements are included in the DEIS. Two noise measurements were made along the Kenilworth Corridor at locations indicated in Figure 3. Site 30 is at Kenilworth Place and South Upton Avenue and Site 31 is at 3427 St. Louis Avenue.

Because there are many thousands of potential receivers that could be affected by the LRT noise, in the DEIS the various receivers were grouped into "clusters" along each segment of the alignment. There is no map showing where the clusters are located, but there is a distance given for each cluster to the track, and a train speed. This information, along with the predicted train noise impact, is given in a Noise Assessment Table included in Appendix H of the DEIS.

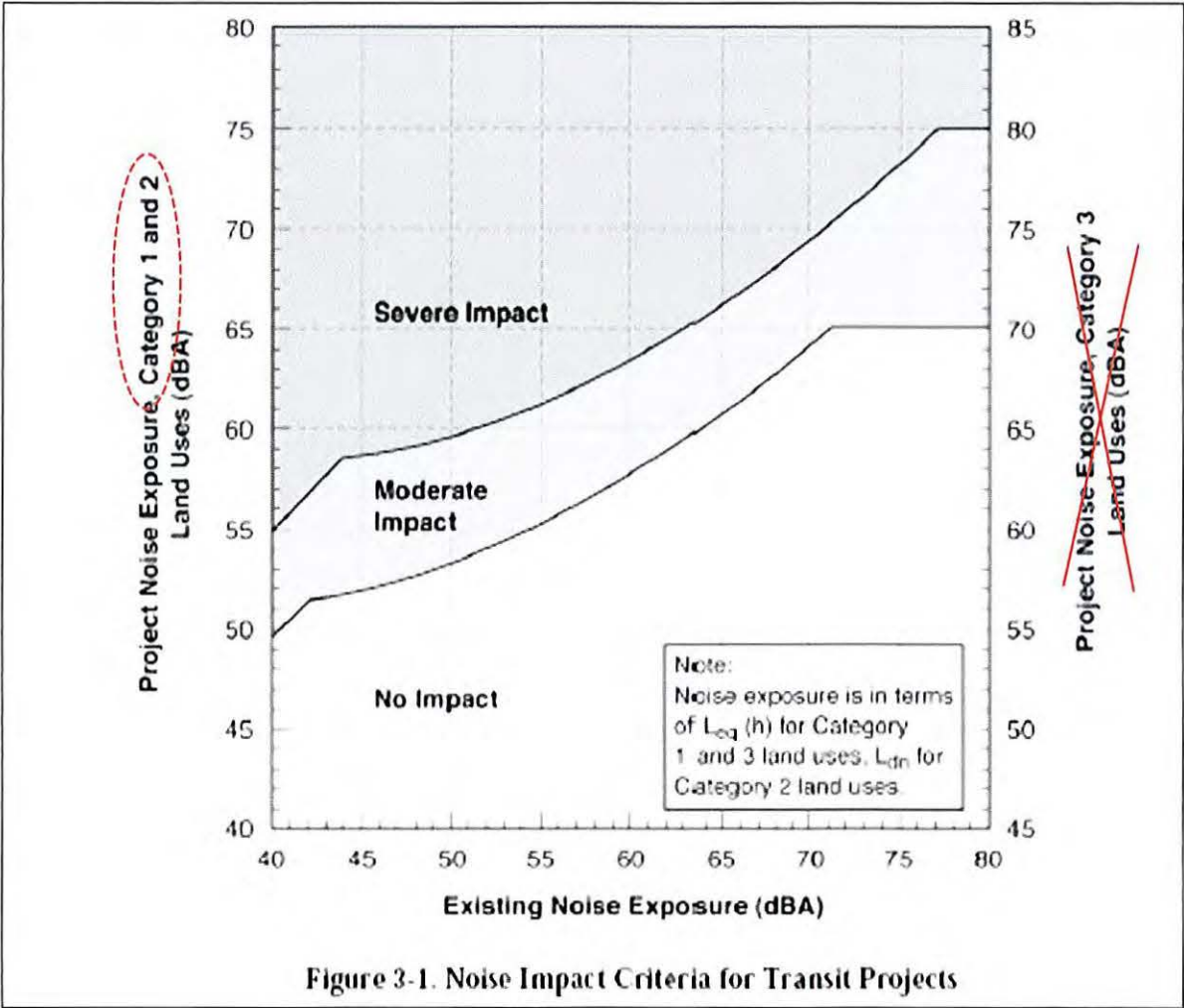


Figure 6 – The FTA’s noise impact criteria.

Using the information provided, we also calculated the Noise Impact using the methods in the FTA Manual. Our calculations are summarized in a table included in Appendix A of this letter. The following summarizes the assumptions used in the calculations:

	DEIS	ESI
Cluster Identifier	A-A-WB-2-1	nearest homes
Train Sound Exposure Level	81 dBA	81 dBA
Train Speed	45 mph	45 mph
Number of Cars	3 cars	3 cars
Daytime volume	198 trains	198 trains
Nighttime volume	60 trains	60 trains
Distance to Nearest Receiver	49 ft	30 ft
Existing L _{dn} Noise Level	60 dBA	55 dBA

The differences in the assumptions are the distance to the nearest receiver and the existing noise level. The DEIS uses 49 ft as the distance to the cluster, where some homes are as close as 30 ft.

The DEIS uses the existing L_{dn} noise measurement from Site 31, which is 60 dBA, presumably because of traffic noise on Lake Street. The existing L_{dn} noise at Site 30 is 55 dBA, which we expect is more representative for existing noise along most of the corridor. The results of the DEIS and the ESI calculations are shown in Figure 7 below. The range for the ESI calculations includes the effects trains with bells and without bells. The DEIS calculations do not appear to include the effects of bells as the trains approach the West Lake Street Station. Further, the DEIS does not include the effects of the train horn.

O1,
O5

E4

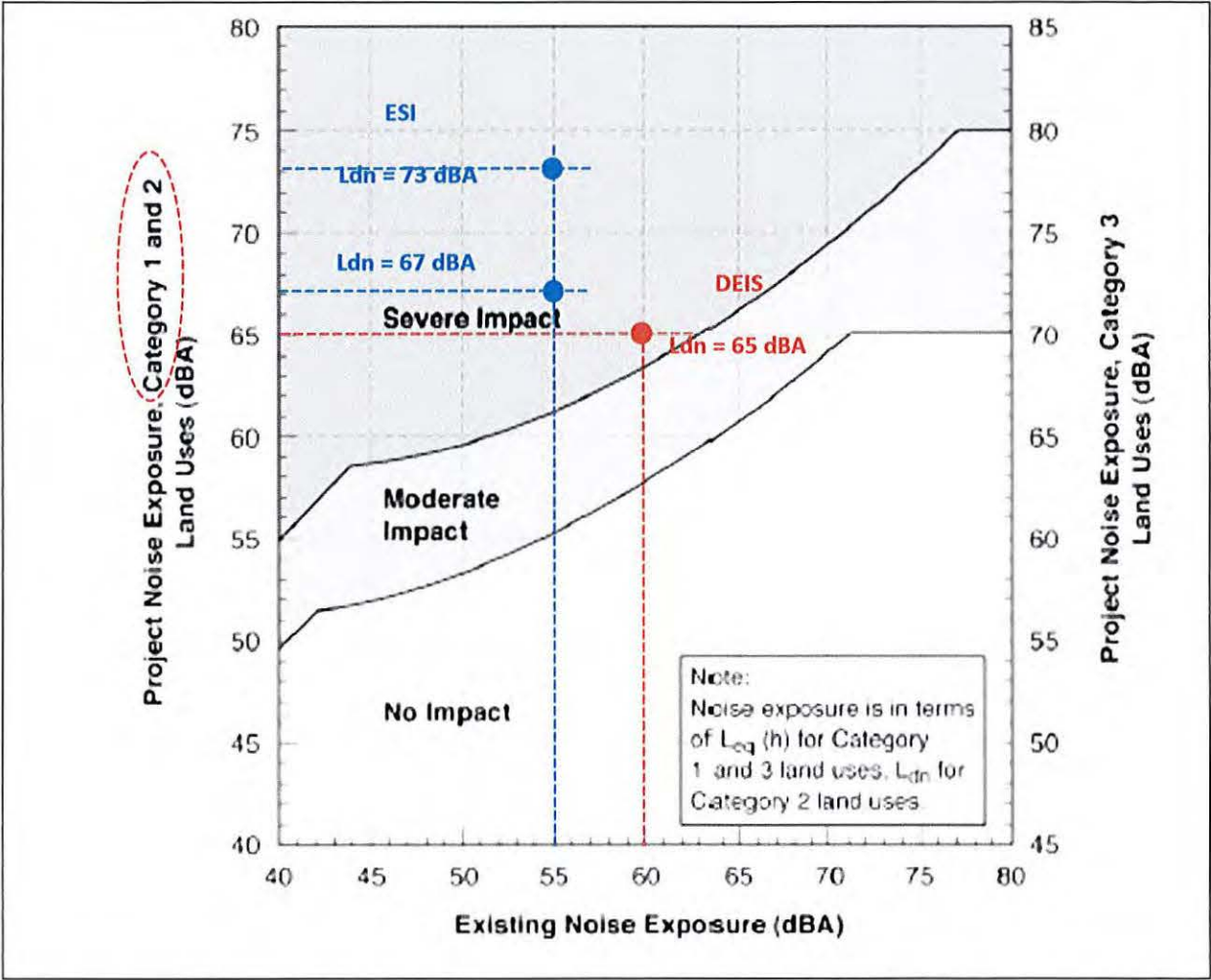


Figure 7 – A comparison of the DEIS (red) and ESI (blue) noise impact assessment.

The conclusion of both assessments is the same, that the noise impact is severe; however the ESI assessment uses a more realistic distance, existing noise exposure level and the effects of train bells. We did not find any mitigation methods in the DEIS to reduce the noise impact.

The following are additional comments on the noise impact assessment:

O1
O5

13. An Existing Noise Exposure level of $L_{dn} = 60$ dBA was assumed based on measurements near West Lake Street (Site No. 31), but we assume most of cluster A-A-WB-2-1 is located in an area similar to Site No. 30, which has an existing noise level of $L_{dn} = 55$ dBA. This reduces the impact criterion level.
14. Additional measurement of the existing noise exposure level are needed nearer the condo building more accurately evaluate the noise impact.
15. The DEIS "Noise Assessment Table - 2012 Update" uses a distance to track centerline of 49 ft for the nearest cluster, but the actual distance between track centerline and the nearest house is estimated to be about 30 ft.
16. Including bell noise traveling at 15 mph in the calculations increases the impact by about 6 dBA.
17. The DEIS "Noise Assessment Table - 2012 Update" uses the wrong moderate and severe impact levels. If the existing noise level is $L_{dn} = 60$ dBA, the impact criteria is 58 dBA for moderate and 63 dBA for severe, not 60 dBA for moderate and 64 dBA for severe as shown.
18. The impact criteria for an existing noise level of $L_{dn} = 55$ dBA (measurement Site No. 30) is 55 dBA for moderate and 61 dBA for severe.
19. The "Ambient Noise Impact Table - 2012 Updates" in Appendix H includes noise measurement results. The descriptions for Site No.'s 30 and 31 say that noise from several CT&W train events was removed. However the measurement is noted to indicate the freight train noise was included in the measurement. Which is correct?
20. The FTA manual does not have an adjustment for effects of elevation. No adjustment in the calculation for the height of the townhouses and condo buildings were included in the DEIS assessment.
21. Train horns were not used in the DEIS noise analysis. This is an issue at Cedar Lake Parkway if an at-grade-crossing is selected as an alternative to the bridge in the current design. Our calculations indicate that one train horn per hour at the Cedar Lake Parkway causes an impact that exceeds the Severe Impact criterion by 9 dBA at 50 ft.
22. If the train bells and horn are sounded from the front and rear of the 3 car trains simultaneously (as was done on the Hiawatha line), the noise exposure is greatly increased. This needs to be verified.
23. The distance from the track to the nearest cluster in the 2012 Update of the Noise Assessment Table is 49 feet. However, the nearest house is about 30 feet from the centerline of the alignment. The nearer distance increases the noise impact by about 2 dBA.
24. LRT speeds indicated on drawings in the DEIS are slower than 45 mph in much of the Kenilworth Corridor.

Vibration Impact

The FTA's Transit Noise and Vibration Impact Assessment was also used in the DEIS to evaluate the project vibration impacts. There are three levels of assessment outlined in the FTA manual; the screen procedure, the general assessment, and the detailed analysis. The general assessment was done in the DEIS. A detailed analysis will be required in the Final EIS, and will include vibration measurements.

There are very few details in the DEIS on the general vibration assessment that was performed and what assumptions were made. Again, there are three land use categories and the residences in the CIDNA neighborhoods fall into Category 2. The vibration impact level or criterion is 72 VdB for frequent events (more than 70 per day). The ground-borne noise criterion is 35 dBA. Ground-borne noise is the noise that is caused by surfaces in a building that vibrate and create pressure waves.

Using the information provided in the DEIS, we also calculated the Vibration Impact using the methods in the FTA Manual. Our calculations are summarized in a table included in Appendix B of this letter. The following summarizes the assumptions used in the calculations:

	DEIS	ESI
Cluster Identifier	A-A-WB-2-1	nearest homes
Train Speed	45 mph	45 mph
Number of Cars	3 cars	3 cars
Distance to Nearest Receiver	41 ft	30 ft

The DEIS and our calculations show that the project generated vibration and ground-borne noise will exceed the impact criteria of 72 VdB and 35 dBA, respectively.

The following are additional comments on the vibration impact assessment:

- 3. The project generated vibration and ground-borne noise impact presented in the DEIS assumes the rails and train wheels are in perfect condition. Worn or corrugated rails and wheels with flats are know to increase vibration and ground-borne noise by as much as 10 dB.
- 4. The distance to the cluster A-A-WB-2-1, the nearest cluster, is shown in General Vibration Assessment Results at 41 feet vs. 49 feet in the Noise Assessment Table. This is inconsistent and there are residences that are closer than 41 feet.
- 5. Typically, a correction of -5 dB is added in the vibration calculations for wood framed houses. It does not appear that this correction was included in the DEIS General Vibration Assessment. The adjustment would reduce the DEIS vibration impact level from 73 VdB to 68 VdB, which is below the impact criterion of 72 VdB.
- 6. LRT speeds indicated on drawings in the DEIS are slower than 45 mph in much of the Kenilworth Corridor.

Please let me know if you have any questions or need more information.

Sincerely,

ESI Engineering, Inc.
Anthony J. Baxter, P.E.

O1
O4
O5
O6

Assumptions	Calculations					
	DEIS No Bells	ESI No Bells	ESI Bells @ 45 MPH	ESI Bells @ 15 MPH	ESI Horn & Bells @ 15 MPH	ESI LRT @ 25 mph
SEL _{ref} , Sound Exposure Level	81 dBA	81 dBA	81 dBA	81 dBA	81 dBA	81 dBA
N _{cars} , No. of Cars	3	3	3	3	3	3
S _C , Speed of LRT	45 mph	45 mph	45 mph	45 mph	45 mph	25 mph
V _{dC} , Daytime LRT Volume	198 ÷ 15 = 13	13	13	13	13	13
V _{nC} , Nighttime LRT Volume	60 ÷ 9 = 7	7	7	7	7	7
S _H , Speed of Horn	-	-	-	-	15 mph	-
V _{dH} , Daytime Horn Volume	-	-	-	-	1	-
V _{nH} , Nighttime Horn Volume	-	-	-	-	-	-
S _B , Speed of Bells	-	-	45 mph	15 mph	15 mph	-
V _{dB} , Daytime Bells Volume	-	-	198 ÷ 15 ÷ 2 = 7	7	7	-
V _{nB} , Nighttime Bells Volume	-	-	60 ÷ 9 ÷ 2 = 3	3	3	-
d, Distance to Track	49 ft	30 ft	30 ft	30 ft	30 ft	30 ft
Existing Noise Level	L _{dn} = 60 dBA (Site No. 31)	L _{dn} = 55 dBA (Site No. 30)	L _{dn} = 55 dBA (Site No. 30)	L _{dn} = 55 dBA (Site No. 30)	L _{dn} = 55 dBA (Site No. 30)	L _{dn} = 55 dBA (Site No. 30)
FTA Moderate Impact Criterion	60 dBA	55 dBA	55 dBA	55 dBA	55 dBA	55 dBA
FTA Severe Impact Criterion	64 dBA	61 dBA	61 dBA	61 dBA	61 dBA	61 dBA
Project Related Noise	L _{dn} = 65 dBA	L _{dn} = 67 dBA	L _{dn} = 70 dBA	L _{dn} = 73 dBA	L _{dn} = 75 dBA	L _{dn} = 62 dBA
Cumulative Noise Level	L _{dn} = 66 dBA	L _{dn} = 67 dBA	L _{dn} = 70 dBA	L _{dn} = 73 dBA	L _{dn} = 75 dBA	L _{dn} = 62 dBA
Increase Over Existing	+6 dBA	+12 dBA	+15 dBA	+19 dBA	+20 dBA	+7 dBA
FTA Impact Level	Severe	Severe	Severe	Severe	Severe	Severe
Exceedance Over Criterion	+1 dBA	+6 dBA	+9 dBA	+12 dBA	+14 dBA	+1 dBA

Land Use Category				DEIS	ESI - 1	ESI - 2	ESI - 3	ESI - 4	ESI - 5	ESI - 6		
Side of Track				2	2	2	2	2	2	2		
Distance from track centerline, ft				WB	WB	WB	WB	WB	WB	WB		
Speed, mph				41 ft	30 ft	30 ft	30 ft	45 ft	45 ft	45 ft		
RMS Velocity level, VdB re 1 micro in./sec				45 mph	45 mph	45 mph	45 mph	45 mph	45 mph	45 mph		
Factors Affecting Vibration Source				74 VdB	77 VdB	77 VdB	77 VdB	74 VdB	74 VdB	74 VdB		
Source Factor	Adjustment to Propagation Curve			Comments								
Speed	Vehicle Speed	Reference Speed		Vibration level is approximately proportional to 20*log(speed/speedref). Sometimes the variation with speed has been observed to be as low as 10 to 15 log(speed/speedref).	-1 VdB	-1 VdB	-1 VdB	-1 VdB	-1 VdB	-1 VdB		
		50 mph	30 mph									
		60 mph	+1.6 dB								+6.0 dB	
		50 mph	0.0 dB								+4.4 dB	
		40 mph	-1.9 dB								+2.5 dB	
		30 mph	-4.4 dB								0.0 dB	
20 mph	-8.0 dB	-3.5 dB										
Vehicle Parameters (not additive, apply greatest value only)												
Vehicle with stiff primary suspension	+8 dB			Transit vehicles with stiff primary suspensions have been shown to create high vibration levels. Include this adjustment when the primary suspension has a vertical resonance frequency greater than 15 Hz.	-	-	-	-	-	-		
Resilient Wheels	+0 dB			Resilient wheels do not generally affect ground-borne vibration except at frequencies greater than about 80 Hz.	-	-	-	-	-	-		
Worn Wheels or Wheels with Flats	+10 dB			Wheel flats or wheels that are unevenly worn can cause high vibration levels. This can be prevented with wheel truing and slip-slide detectors to prevent the wheels from sliding on the track.	-	-	-	-	-	-		
Track Conditions (not additive, apply greatest value only)												
Worn or Corrugated Track	+10 dB			If both the wheels and the track are worn, only one adjustment should be used. Corrugated track is a common problem. Mill scale on new rail can cause higher vibration levels until the rail has been in use for some time.	-	-	-	-	-	-		
Special Trackwork	+10 dB			Wheel impacts at special trackwork will significantly increase vibration levels. The increase will be less at greater distances from the track.	-	-	-	-	-	-		
Jointed Track or Uneven Road Surfaces	+5 dB			Jointed track can cause higher vibration levels than welded track. Rough roads or expansion joints are sources of increased vibration for rubber-tire transit.	-	-	-	-	-	-		
Track Treatments (not additive, apply greatest value only)												
Floating Slab Trackbed	-15 dB			The reduction achieved with a floating slab trackbed is strongly dependent on the frequency characteristics of the vibration.	-	-	-	-	-	-		
Ballast Mats	-10 dB			Actual reduction is strongly dependent on frequency of vibration.	-	-	-	-	-	-		
High-Resilience Fasteners	-5 dB			Slab track with track fasteners that are very compliant in the vertical direction can reduce vibration at frequencies greater than 40 Hz.	-	-	-	-	-	-		
Factors Affecting Vibration Path												
Path Factor	Adjustment to Propagation Curve			Comments								
Resiliently Supported Ties	-10 dB			Resiliently supported tie systems have been found to provide very effective control of low-frequency vibration.	-	-	-	-	-	-		
Track Configuration (not additive, apply greatest value only)												
Type of Transit Structure	Relative to at-grade tie & ballast:			The general rule is the heavier the structure, the lower the vibration levels. Putting the track in cut may reduce the vibration levels slightly. Rock-based subways generate higher-frequency vibration.	0 dB	0 dB	0 dB	0 dB	0 dB	0 dB		
	Elevated structure											
	Open cut											
	Relative to bored subway tunnel in soil:			-5 dB								
	Station											
	Cut and cover											
	Rock-based			-3 dB								
Ground-borne Propagation Effects	-15 dB											
Geologic conditions that promote efficient vibration propagation												
	Efficient propagation in soil			+10 dB	Refer to the text for guidance on identifying areas where efficient propagation is possible.	-	-	-	+10 dB	-	+10 dB	
	Propagation in rock layer	Dist.	Adjust.									
				50 ft								+2 dB
				100 ft								+4 dB
				150 ft								+6 dB
200 ft	+9 dB											
Coupling to building foundation	Wood Frame Houses			-5 dB	The general rule is the heavier the building construction, the greater the coupling loss.	0 dB	-5 dB	0 dB	0 dB	-10 dB	0 dB	
	1-2 Story Masonry			-7 dB								
	3-4 Story Masonry			-10 dB								
	Large Masonry on Piles			-10 dB								
	Large Masonry on Spread Footings			-13 dB								
Foundation in Rock				0 dB								
Predicted Vibration Level (VdB)				73 VdB	71 VdB	76 VdB	86 VdB	63 VdB	73 VdB	83 VdB		
Impact Criterion (VdB)				72 VdB	72 VdB	72 VdB	72 VdB	72 VdB	72 VdB	72 VdB		
Exceedance Over Criterion (VdB)				+1 VdB	-1 VdB	+4 VdB	+14 VdB	-9 VdB	+1 VdB	+11 VdB		
Factors Affecting Vibration Receiver												
Receiver Factor	Adjustment to Propagation Curve			Comments								
Floor-to-floor attenuation	1 to 5 floors above grade:			-2 dB/floor	This factor accounts for dispersion and attenuation of the vibration energy as it propagates through a building.	-	-	-	-	-	-	
	5 to 10 floors above grade:			-1 dB/floor								
Amplification due to resonances of floors, walls, and ceilings				+6 dB	The actual amplification will vary greatly depending on the type of construction. The amplification is lower near the wall/floor and wall/ceiling intersections.	-	-	-	-	-	-	
Conversion to Ground-borne Noise												
Noise Level in dBA	Peak frequency of ground vibration:				Use these adjustments to estimate the A-weighted sound level given the average vibration velocity level of the room surfaces. See text for guidelines for selecting low, typical of high frequency characteristics. Use the high-frequency adjustment for subway tunnels in rock or if the dominant frequencies of the vibration spectrum are known to be 60 Hz or greater.	-	-35 dB	-35 dB	-35 dB	-35 dB	-35 dB	
	Low frequency (<30 Hz):			-50 dB								
	Typical (peak 30 to 60 Hz):			-35 dB								
	High frequency (>60 Hz):			-20 dB								
Predicted Ground-Borne Noise (dBA)				-	36 dBA	41 dBA	51 dBA	50 dBA	38 dBA	48 dBA		
Impact Criterion (dBA)				-	32 dBA	32 dBA	32 dBA	32 dBA	32 dBA	32 dBA		
Exceedance Over Criterion (dBA)				-	+4 VdB	+9 VdB	+19 VdB	+18 VdB	+6 VdB	+16 VdB		

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Hempden County Housing, Community Work & Transit
Art - Southwest Transitional
701 Fourth Ave. S. Suite 400
Mpls, MN 55415

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2200 IDS Center
80 South 8th Street
Minneapolis MN 55402-2157
tel 612.977.8400
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December 18, 2012

Jack Y. Perry
(612) 977-8497
jperry@briggs.com

VIA E-MAIL AND U.S. MAIL

Peter McLaughlin
Chair, Hennepin County Regional Railroad Authority
300 South Sixth Street
Minneapolis, MN 55487-0241

Re: Southwest Transitway DEIS

Dear Chair McLaughlin:

This letter is being sent on behalf of Costco Wholesale (Costco) and Emerson Process Management/Rosemount (Emerson). This letter is being sent to you as the Chair of the Hennepin County Regional Railroad Authority (HCRRA), which is the lead state agency under the Minnesota Environmental Policy Act (MERA) for the preparation of the Southwest Transitway's (or SW LRT) October 2012 Draft Environmental Impact Statement (DEIS). This letter is also being copied to the Metropolitan Council (Met Council), which is the lead for the preparation of the SW LRT's Final Environmental Impact Statement (FEIS).

Costco and Emerson begin by thanking you for the opportunity to comment on the DEIS at the November 29, 2012 public hearing in Eden Prairie. And Costco and Emerson hereby submit their joint written comments on the DEIS. These written comments are consistent with their oral comments on November 29, 2012.

OVERVIEW

Other than their narrow objection to the proposed route of the SW LRT in City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property (Narrow Objection), Costco and Emerson are very much supportive of the SW LRT. Costco and Emerson have, in fact, been meeting with representatives of the City of Eden Prairie (City) for the past several months in order to address their Narrow Objection without compromising or delaying the success of the SW LRT. The seven-step basis for Costco and Emerson's Narrow Objection is set forth below.

City has been receptive to Costco and Emerson's Narrow Objection. Indeed City has from May 18, 2010 to the present continuously supported Costco and Emerson's Narrow Objection by requesting that HCRRA and Met Council "evaluate alternatives" to the proposed route of the SW LRT in City along Technology Drive, including the proposed location of the

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Eden Prairie Town Center transit station on Costco's property. City has had periodic meetings with HCRRA and Met Council representatives, and their representatives have assured City that they would, in fact, evaluate such alternatives as part of the SW LRT's Preliminary Engineering process. These assurances from HCRRA and Met Council's representatives are reflected in City's December 4, 2012 "[g]eneral [c]omments" to the DEIS. 12/4/12 City's DEIS comment letter at ¶¶ 1-2 (emphasis added).

**SEVEN-STEP BASIS FOR COSTCO AND EMERSON'S
NARROW OBJECTION**

STEP NO. 1: City is to have a say in the decisions regarding the proposed SW LRT which affect City.

a. HCRRA and Met Council have repeatedly and emphatically assured the six local municipalities that are being asked to "host" the proposed SW LRT (*i.e.*, City, Edina, Hopkins, Minneapolis, Minnetonka and St. Louis Park) that they are, in exchange, entitled to provide input regarding, and ultimately the discretion to approve or deny, the route for the SW LRT, including the location of the transit stations within their borders.

b. City is, more specifically, a "participating agency" in the SW LRT project.

c. And 23 U.S.C. § 139 provides that City, as a "participating agency," is permitted to (1) assist the project sponsor in determining the range of alternatives to be considered in a project's DEIS and (2) identify, as early as practicable, any issues of concern regarding the project's potential impacts.

STEP NO. 2: HCRRA and Met Council ultimately **need** City to issue the necessary local land use approvals for the route of the SW LRT in City, including the location of the transit stations within City.

a. City is statutorily charged with the responsibility to protect the public health, safety and general welfare of its citizens.

b. City thus has broad discretion to act so as to protect its citizens.

c. The location of the route of the SW LRT in City, including the location of the transit stations within City, will have a significant impact on the public health, safety and general welfare of its citizens.

d. City thus has broad discretion to approve or deny the required land use approvals for the proposed route of the SW LRT in City, including the proposed location of the transit stations within City.

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STEP NO. 3: City has continuously expressed its **objection** to the proposed route of the SW LRT in City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property.

a. On May 18, 2010, the Eden Prairie City Council passed Resolution No. 2010-40, which (1) expressed concern regarding the potential adverse environmental and economic impact of the proposed route of the SW LRT in City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property, and (2) asked HCRRA and Met Council to (a) "evaluate alternatives" and (b) "find solutions for mitigating impacts of the proposed LRT on the businesses."

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b. As reflected in HCRRA and Met Council's February 21, 2012 Request for Proposals (RFP), City has continued to insist that an "alternatives analysis . . . be done for the . . . Town Center station in Eden Prairie." (Emphasis added).

c. On November 20, 2012, the Eden Prairie City Council authorized its City Manager to submit City's comments to the DEIS.

d. On December 4, 2012, City's City Manager submitted, among other comments, City's following two "[g]eneral [c]omments" to the DEIS:

1) The City of Eden Prairie continues to support Alternative 3A as the preferred alternative as it serves the Major Center Area and Golden Triangle Area and provides the best opportunities for development, redevelopment, and economic development. Alternative 3A clearly has the highest ridership potential and the greatest positive economic impact to Eden Prairie and the region primarily due to its close proximity to existing and future job concentrations. However this alternative could be further improved in these respects by moving the Town Center Station closer to the Town Center or the Eden Prairie Center.

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2) In order to better serve the Eden Prairie Town Center and Eden Prairie Center the feasibility of a more centrally located and walkable Town Center Station needs to be evaluated during the Preliminary Engineering process. Attached for reference are several concept location areas for the proposed Town Center Station that should be considered.

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12/4/12 City's DEIS comment letter at 1 ¶¶ 1-2 (emphasis added).

e. In response to City's continuous insistence that an "alternatives analysis . . . be done for the . . . Town Center station in Eden Prairie," HCRRA and Met Council have through their representatives represented their willingness to evaluate, as part of the Preliminary Engineering process, alternatives to the proposed route of the SW LRT in

City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property.

f. As reflected in Figures 1 and 4 of the DEIS, HCRRA and Met Council have already identified and conducted some preliminary analysis of alternatives to the Town Center transit station in City.

STEP NO. 4: City has compelling **land use concerns** with the proposed route of the SW LRT in City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property.

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a. As reflected in City's May 18, 2010 resolution and December 4, 2012 DEIS comment letter, as well as HCRRA and Met Council's February 21, 2012 RFP, the primary purpose and need for the Eden Prairie Town Center transit station is to provide transportation to transit-dependent riders and pedestrians; it is not to be designed as a park and ride.

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b. The "Station Vision" for the Eden Prairie Town Center transit station is as follows:

Station Vision

- A vibrant mixed use district dominated by retail and residential uses. This idea builds on and enhances the efforts of the 2007 Major Center Area study and seeks *to create a walkable transit village that is well served by multiple modes of transit while accommodating service and personal vehicle circulation and parking.*
- Vertical mixed-use development of no fewer than 3 stories and no more than 5 stories for the majority of parcels. Rooftop decks should be allowed in excess of these heights.
- Land use near the station should be *higher density* and should include *higher-intensity multi-story mixed-use comprised* of offices and multi-family residences. Ground floor uses should be active and connected to the pedestrian environment.

(Underlining in original; italics added).

c. The proposed route of the SW LRT in City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property, would not serve the above-stated purpose and need for the Eden Prairie Town Center transit station; it is not near transit-dependent riders or pedestrians.

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(1) Costco's property is guided and zoned as "Regional Commercial," which is defined by City as follows:

Regional Commercial: This category is located in areas where one or more of the following characteristics are present: a) large sites are available to provide locations for major shopping centers which serve a wider region than the City itself; b) *relatively large sites for sales and service operations that are not typically found in shopping center structures and attract little or no pedestrian traffic*; and c) sites to provide limited sales and service operations that are oriented and directly related to highway or freeway uses, tourists and travelers. Corresponding zoning districts are the C-Reg, C-Reg-Ser and the C-Hwy districts. Site coverage is .20-.40

(Underlining in original; bold and italics added).

(2) In contrast, the "Town Center" zone is defined by City as follows:

Town Center

This category designates the land use for a mixed-use downtown area to be located near the center of the Major Center Area. The 120 acre area is to be redeveloped over time into a compact, walkable, vibrant, pedestrian oriented area. The Town Center is a result of a history of planning dating back to the 1970's and the adoption of the 2006 Major Center Area (MCA) Study and Plan. The focus of the MCA Study is on *creating a concentrated pedestrian and transit oriented development area that has a supportive mix of higher intensity land uses (retail, service, office, housing, park, hospitality, and entertainment)*, consist of vertical mixed use buildings (i.e. office or housing over shops and restaurants) and the nearby housing will be higher density than typically found in other parts of the City. *Future transit services* (light rail and bus) will help ensure convenient access and mobility. Parking will be in parking structures and on-street with limited use of surface parking lots. Future buildings will front on a street with a lively and active street life. Parks, trails, landscaped streets and plazas will add green space and recreation amenities to the area. The redevelopment will be designed to support Eden Prairies' community health, active living and sustainability goals. In order to limit traffic congestion, development intensity in the balance of the MCA will be lower than in the Town Center. See the Town Center Land Use Plan and the Major Center Area Study for further information. Corresponding zoning is the TC - Town

Center Mixed Use District. Residential is 45-75 du per acre.
Commercial is .20-.40.

(Bold in original; underlining and italics added).

(3) City's "Major Center Area" is further defined as follows:

Development patterns should continue as they have throughout most of the area abutting the outer ring road of Prairie Center Drive and Valley View Drive. A compact, walkable Town Center should be created that would cluster around Singletree Lane and Idlewild Lake. Eden Prairie's highest development densities should be found within the Town Center. Organized by a new grid system of streets and urban amenities, the Town Center should emphasize residential, retail and mixed-use development types.

(Emphasis added).

STEP NO. 5: City has compelling **economic concerns** with the proposed route of the SW LRT along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property.

a. The proposed route of the SW LRT in City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property, would result in the partial taking of Costco and Emerson's property on Technology Drive, for which HCRRA and Met Council would be liable.

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(1) HCRRA and Met Council will be liable to Costco and Emerson for the "fair market value" of the real estate being taken from Costco.

b. The proposed route of the SW LRT in City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property, would result in the Minn. Stat. § 117.186, subd. 2-defined "business destruction" of Costco for which HCRRA and Met Council would be liable for its § 117.186-provided for "loss of going concern" (*i.e.*, the "fair value" of its Eden Prairie business) and substantial adverse impact for Emerson.

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(1) Per the DEIS, the proposed location of the Eden Prairie Town Center transit station on Costco's property will take numerous parking spaces from and dramatically delay the access to and from Costco's convenience-based gas station, thereby causing the complete "business destruction" of this integral component of the store. *Id.*, subd. 2.

(2) Costco's convenience-based gas station is an integral component to its entire Eden Prairie store. Indeed, 10 years ago Costco refused to build on another parcel just south of the Eden Prairie Center Mall because its convenience gas station component could not be accommodated there.

(3) HCRRA and Met Council would clearly not be able to meet one of its statutorily-prescribed affirmative defenses under § 117.186, subd. 2 — notably, the subd. 2(2)-required showing that "the loss can be reasonably prevented [(a)] by relocating the business . . . in [(i)] the same [(i.e., 'on-site')] or [(ii)] a similar and reasonably suitable location as the property that was taken [(i.e., 'off-site')] or [(b)] by taking steps and adopting procedures that a reasonably prudent person of a similar age and under similar circumstances as the owner, would take and adopt in preserving the going concern of the business." (Emphasis and bracketed information added).

(4) HCRRA and Met Council would be liable for Costco's § 117.186 "loss of going concern."

(5) Costco's "loss of going concern" would be in excess of \$100,000,000.

STEP NO. 6: There appears to be **at least one alternative** to the proposed route of the SW LRT in City along Technology Drive, including the location of the Eden Prairie Town Center transit station on Costco's property, that better advances not only (1) the purpose and need for this transit station to the SW LRT but also (2) City's land use objectives without subjecting HCRRA and Met Council to such extreme statutory liability under § 117.186.

a. One alternative route for the SW LRT in City is along Singletree Lane, including the location of the Eden Prairie Town Center transit station on City owned property near the intersection of Singletree Lane and Prairie Center Drive.

b. This alternative would appear to much better serve the purpose and need for this segment of the SW LRT because it would be closer to transit-dependent riders and pedestrians.

c. This alternative would be consistent with the description of the transit station at issue as the "Eden Prairie Town Center" transit station, which came about because it was initially proposed to be located near the "Town Center."

d. This alternative would be consistent with City's land use objectives, which includes "transit facilities" within this "Town Center" designated area.

e. This alternative would minimize the takings liabilities because the transit station would be located on public property.

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Peter McLaughlin
December 18, 2012
Page 8

f. But neither this alternative route for the SW LRT in City along Singletree Lane nor any other alternative to the proposed route along Technology Drive has yet been evaluated by HCRRA or Met Council.

STEP NO. 7: There is **still adequate time** to conduct the requested alternative analysis without delaying the project.

a. HCRRA and Met Council do not anticipate completion of the requisite engineering for the Project until 2014.

b. Six months is adequate time to evaluate the above-discussed alternative routes of the SW LRT in City along, among others, Singletree Lane, including the Eden Prairie Town Center transit station near the intersection of Singletree Lane and Prairie Center Drive.

c. As has been explained by HCRRA and Met Council's representatives, the existing proposed route of the SW LRT in City along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property, was adopted as a mere "placeholder" so that the proposal could move forward with environmental review; it was, per HCRRA and Met Council's representatives, NEVER intended to be a permanent or binding part of the overall SW LRT.

CONCLUSION

Costco and Emerson appreciate HCRRA and Met Council's consideration of their Narrow Objection. And they, as supported by City, respectfully request that HCRRA and Met Council agree to evaluate, as part of the Preliminary Engineering process, the land use and economic impacts of alternative routes of the SW LRT in City along Technology Drive, including the location of the Eden Prairie Town Center transit station on Costco's property — notably, the alternative route of the SW LRT in City along Singletree Lane, including the location of the Eden Prairie Town Center transit station on City-owned property near the intersection of Singletree Lane and Prairie Center Drive.

To the extent, however, that HCRRA and Met Council either will not look at alternatives or do so but conclude that the alternatives are inferior, Costco and Emerson have several more objections as it relates to the proposed route for the SW LRT along Technology Drive, including the proposed location of the Eden Prairie Town Center transit station on Costco's property. But they have shared those concerns with City on multiple occasions. And, out of respect for the expressed willingness from HCRRA and Met Council, through their representatives, to perform an alternative analysis for this portion of the route as part of the Preliminary Engineering process, they will not repeat those concerns here.

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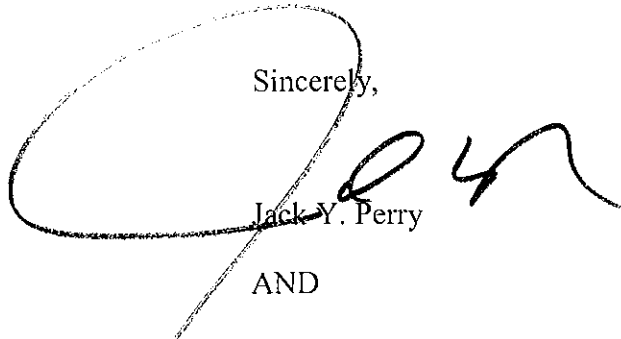
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Peter McLaughlin
December 18, 2012
Page 9

Please contact me (612-977-8497) or Steve Chelesnik (952-828-3303), who is the Vice President & General Counsel of Emerson Process Management, with any questions and/or concerns.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read 'JYP', is written over the word 'Sincerely,' and the name 'Jack Y. Perry'.

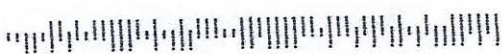
Jack Y. Perry

AND

Steven Chelesnik
Vice President & General Counsel, Emerson
Process Management

JYP/kg

cc: HCRRA (swcorridor@co.hennepin.mn.us)
 Hennepin County Housing, Community Work & Transit
 701 Fourth Avenue South, Ste. 400
 Minneapolis, MN 55415



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**See Comment #344 for
Theme Delineations**

December 14, 2012

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

SUBJECT: Southwest LRT DEIS Comments

To Whom It May Concern:

The City of Minnetonka has reviewed the Southwest Transitway Draft Environmental Impact Statement. Attached you will find the city's comments and concerns regarding the Southwest LRT line.

We appreciate the opportunity to review the DEIS, to provide comments, and look forward to continuing to work with you and the Metropolitan Council on this project.

Sincerely,

Julie Wischnack, AICP
Community Development Director

Enclosure

Chapter Two: Alternatives Considered			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
2-32	A total of 250 surface parking spaces are shown at the Shady Oak Road Station	Varying numbers have been proposed previously, but typically it has been 350 parking stalls	More work needs to be completed to better define these numbers. Collaboration between the SWLRT project and the Community Works project needs to occur in order to make sure there is consistency among all components of the project.
2-32	The park and ride locations and size of facilities need to be further explored.	The city anticipates that with the size of the park and ride at the Shady Oak station, the park and ride facility will need to be structured. Access directly off Excelsior Boulevard may cause congestions and an alternate access must be explored for consideration.	The exact location of the park and rides and potential for shared parking with the surrounding development, as well as the exact size, and whether the facility is surface or structure must be explored further as part of the project.
2-50 to 2-51	Traction Power Substations, Signal Bungalows, and any other signal cabinets	Location, design, placement and screening is unknown.	The location, placement, and screening of the Traction Power Substations and other signal cabinets must be closely coordinated with the City of Minnetonka. This equipment must be located, screened, and designed as appropriate to avoid impacts to existing and future developments.
2-53	No mention that Minnetonka is an opt-out community	While Minnetonka is an opt-out that utilizes Metro Transit for its service, it has a contract to do so. If the contract were to be cancelled, then the bus services may be modified.	Add language or acknowledge Minnetonka's status as an opt-out community

Chapter Three: Social Effects			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
3-7	Land Use descriptions along the corridor	There is no mention as to when the land use plan used to describe this section was adopted.	As land use plans periodically change, it is important to note which year the plan was adopted that was used for this evaluation.
3-23	In the City of Minnetonka Comprehensive Plan, the summary lists the Golden Triangle	The Golden Triangle is located in Eden Prairie- not Minnetonka.	The words Golden Triangle should be removed and replaced by Opus.
3-23	Table on page 3-23	The City of Minnetonka section summary inaccurately describes the Opus area as the Golden Triangle.	Change to reflect "Opus Area"
Section 3.2	Neighborhood Community Services and Community Cohesion Impacts	This section contains relevant community information and data. The data is however, not translated into how any of the LRT alignments would affect local community services or cohesion. In alignment LRT 3A, the Opus and Shady Oak area, in particular, would generally be underserved but ready for additional opportunities. The LRT 1A alignment, Rowland and Highway 62 station area in Minnetonka would likely disrupt community services and cohesion. The planning for additional impacts around these stations is not planned in the City's comprehensive plan.	Show how LRT alignments would affect local community services or cohesion.

3-38	Mitigation during the construction period	The DEIS states that more specific plans will be developed later for mitigation for businesses and residents. Because of the length of time for construction it is important that these plans are thoroughly developed and communicated before construction begins.	As plans are developed, consult with local businesses and residents about the plans to make sure they are on track. Once plans are developed and during construction, clearly communicate them to the businesses and residents. There should be some discussion about support for businesses along the line, such as the "Open to Business" program.
3-57	Segment 3, the DEIS notes that the LRT is not expected to affect community connectivity—including trails and roadway.	Opus has a pedestrian network of nearly 6 miles of trails. Appendix F shows multiple trail segments being removed as part of the project.	See comments for Appendix F.
3-68	Section 3.3.1 - The last line of the paragraph and the bullet points are in this section and also in Section 3.3.5.	Exact information is duplicate. It seems more appropriate in Section 3.3.5 since 3.3.1 is about legal and regulatory review and 3.3.5 is about acquisition and relocation.	Delete the line and bullet points from section 3.3.1 and leave it in 3.3.5 where it is more appropriate.
3-72	Section heading does not seem appropriate or the subject matter.	While there is some discussion in the section about mitigating or lessening impacts, the main subject matter of the section is Acquisition.	Change the heading of the section to "Acquisition".
3-84 to 3-86	There is a Restrictive Covenant on property PID 3611722210002 which states the property must only be used for parkland and open space purposes.	The current alignment shows LRT through part of this parcel.	Appropriate approvals to have the alignment through this area will need to be obtained from the City of Minnetonka and any other relevant parties.
3-84 to 3-86	The city has a Declaration of Tree Preservation Easement on the property located at 5450 Feltl Road (PID: 3611722220010).	The plan appears to propose track installation and grading as well as realignment of Smetana Rd and Feltl Rd within the easement area.	Appropriate approvals to have the alignment through this area will need to be obtained from the City of Minnetonka and any other relevant parties.
3-84 to 3-86	The city has a Conservation Easement on the property located at 5101 Nolan Drive (PID: 2611722440106).	The plan appears to propose a bridge through the east side of the conservation easement.	Appropriate approvals to have the alignment through this area will need to be obtained from the City of Minnetonka and any other relevant parties.


3-112	<p>"North of Smetana Road the alignment is on a bridge to cross over ponds and existing freight rail lines. The proposed structure, along with catenary poles and wires, could have substantial visual impacts on sensitive receptors in the multi-family residential development on the east side of the corridor."</p>	<p>Documents only the multi-family residential on the east side of the LRT alignment north of Smetana Road and the visual impacts to those properties.</p> <p>The rail line, catenary poles and wires will have a negative visual impact, in addition to potential negative environmental impacts, adjacent to the multi-family residential developments to the north (Deer Ridge Townhomes) and South (Claremont) of Smetana Road with LRT 3A. As acquisition of land will be needed to route the corridor through these residential areas, the primary viewers will be residents and Opus trail users. Adjacent to the Claremont, existing vegetation is comprised of high quality tree resources and although mostly deciduous, removal will decrease existing buffering during leaf-on conditions and provide even less buffering during leaf-off season. Although the corridor elevation is lower than the residential buildings south of Smetana Road, attention to aesthetic should not be underestimated.</p> <p>Generally LRT 1A would have negative visual impacts on existing single family residential neighborhoods and Minnesota River Bluffs LRT Regional Trail Users.</p>	<p>Mitigate the additional visual and potential impacts to residential properties.</p>
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Chapter Four: Environmental Effects			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
4-2	Section 4.1.1 The incorrect daily amount was stated under the regulation for a waters appropriations permit.	<p>Per the MN DNR's website Minnesota Statute 103G.265 requires the Department of Natural Resources to manage water resources to ensure an adequate supply to meet long-range seasonal requirements for domestic, agricultural, fish and wildlife, recreational, power, navigation, and quality control purposes. The Water Appropriation Permit Program exists to balance competing management objectives that include both development and protection of Minnesota's water resources.</p> <p>A water use permit from DNR Waters is required for all users withdrawing more than 10,000 gallons of water per day or 1 million gallons per year.</p> <p>There are several exemptions to water appropriation permit requirements: domestic uses serving less than 25 persons for general residential purposes, test pumping of a ground water source, reuse of water already authorized by a permit (e.g., water purchased from a municipal water system), or certain agricultural drainage systems (check with your area hydrologist for applicability).</p>	The accurate number of gallons per day should be reflected in the final EIS.

4-21, 4-23, 4-24 and page 196 of appen dix H	Ensure that any permanent water removal does not result in negative impacts to ground water or surface waters.	<p>Sections 4.1.4.2 - States there is a possible need for permanent water removal at both segments 1 and 3 and possibly a second area.</p> <p>Mitigation sections (4.1.6) lists methods to minimize impacts and Appendix H (page 196) indicates the permanent water removal or the cut below the water table will not impact wells since the closest well is at least 800 feet away. It further states that if water is diverted into or away from wetlands that the work will be engineered to minimize the impacts.</p>	The engineering should be designed to prevent any impacts versus minimizing them.
4-24 to 4-44	<p>Section 4.2, Water Resources, does not recognize Minnetonka's ordinances or regulation as it relates to wetlands, floodplains, shorelands, storm water management or grading and erosion control except in Table 4.2-1 which identifies Minnetonka as being the LGU under the WCA and references Minnetonka's role in project review and approval.</p> <p>It should also be noted that the city has a tree protection ordinance.</p>	<p>Appropriate permits must be acquired and mitigation strategies must follow the city's rules. For example Section 4.2.2.2 on page 4-32 discusses mitigation strategies for impacts to wetlands. Since the DEIS does not recognize that Minnetonka has a wetland ordinance that requires wetland mitigation in the amount of 1:1 for any amount of wetland fill (no De minimis), wetland mitigation is not mentioned as a strategy to offset the impacts.</p>	<p>Section 4.2.1.5—Local: Cities (page 4-28) - speaks in detail to Eden Prairie's regulation and mentions Mpls', Minnetonka's and St. Louis Park's. This section should be more developed to recognize each community's regulation to ensure appropriate planning and compliance. For example, Minnetonka has a grading and erosion control ordinance triggered by land disturbance of area encompassing 5,000 square feet or 50 cubic yards, that requires compliance with specific standards and the installation and maintenance of best management practices.</p> <p>The city's floodplain ordinance does not allow compensatory water storage to be located in an area of regulated trees. The city views the removal of trees to provide compensatory water storage as a mismanagement of natural resources.</p>

			<p>Section 4.2.2.1 100-year Floodplain (page 4-30) and Figure 4.2-2 (page 4-31) does not recognize the city's 100-year flood areas. This is problematic if fill or alteration occurs.</p> <p>Figures 4.2-3 and 4.2-4 and 4.2-5 (pages 4-36 through 4-38) may not have the city's 100-year flood elevations identified.</p> <p>Although tree impacts are not covered in this section it should be noted that Minnetonka has a tree protection ordinance that regulates tree removal and mitigation.</p> <p>Section 4.2.2.2 Wetlands, Streams and Lakes (page 4-32)- Minnetonka's ordinances relating to wetlands and shorelands are not identified and therefore necessary permits at the local level may not be acquired and appropriate mitigation may not occur. As previously stated, Minnetonka has a wetland ordinance that requires any wetland fill to be mitigated at a rate of 1:1, wetland mitigation is not mentioned as a strategy to offset impacts.</p> <p>Table 4.2-2 (page 4-34) Minnetonka should be added as a permitting agency for wetland and floodplain areas.</p> <p>Section 4.2.4 Short Term Construction Effects (page 4-42) Compliance with Minnetonka's regulation and storm water regulation will be required.</p>
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			Section 4.2.5 Mitigation (page 4-43) Recognize local rules so appropriate permitting and compliance can be achieved.
4-28	The City of Minnetonka requires a grading and erosion control permit for land disturbance greater than 5,000 square feet or 50 cubic yards	The City of Minnetonka has a city ordinance requiring such a permit to be obtained	Section 4.2.1.5-- Local: Cities Insert the following language into this section: "The City of Minnetonka requires a grading and erosion control permit for land disturbance activities that are greater than 5,000 square feet or 50 cubic yards."
4-30	The City of Minnetonka's Water Resource Management Plan (WRMP) has identified and regulates additional floodplain areas, outside of FEMA floodplain	The City of Minnetonka has a Floodplain District ordinance requiring floodplain areas identified by FEMA and the city's WRMP be regulated. The ordinance requires any fill be mitigated at a one to one ratio. The 100-year floodplain areas mapped under the city's WRMP can be obtained on the city's website or via a request for the city's GIS layer	Section 4.2.2.1 100-year floodplain and Section 4.2.3.1 Floodplains Include floodplain information from the City of Minnetonka's WRMP in the analysis of floodplain impacts.
4-31 and 4-36 through 4-38	Proper identification of forest resources on Figures 4.2-2, 4.2-3 and 4.2-4 and 4.2-5.	It does not appear that the referenced Figures accurately illustrate the deciduous forests, specifically the oak woodland, and brushland behind the Claremont Apartments just north of the proposed Opus station.	Re-evaluate the segments and identify and map the existing forest resources.

4-47	<p>Figure 4.3-1 - It is difficult to see if all of the Minnesota Land Cover Classification System (MLCCS) remnant communities are depicted in this map because the resolution is poor. In Minnetonka there are several areas; a tamarack swamp SE of Glen Lake, semi permanently flooded cattail marsh E of Lake Minnetoga and an oak woodland brushland SW of the Conservatory Apartments. Additionally there are several other emergent wetland communities.</p>	<p>If the MLCCS designated remnant communities are not included, potential impacts and restoration will not be addressed.</p>	<p>Confirm that the MLCCS information is recorded and provide a map with higher resolution or provide maps of these communities for each city so the information can be reviewed.</p> <p>Attached is map reflecting Minnetonka's MLCCS for the area.</p> 
4-52	<p>4.3.3.2 Native Habitats, Table 4.3-1 - In the comments under alternative 3A it is not clear if the MLCCS designation of oak woodland brushland located southwest of the Claremont Apartments and north of the Opus Station is included.</p>	<p>If it is not included potential impacts and restoration will not be addressed.</p>	<p>Confirm that it is recorded in the existing conditions.</p>

4-53	Invasive species management plan mentioned in sections 4.3.3.4 Invasive Species, 4.3.4 Short-Term Construction Effects, and 4.3.5 Mitigation	Minnetonka is involved in restoration activities of natural habitats. The city appreciates the foresight in developing an invasive species management plan and would like to review the final plan.	Provide plan for city review and approval.
4-54 and 4-55	Is the summary depicting the potential impacts for Minnetonka's habitats if the city's existing MLCCS designated remnant communities are not accurately reflected in the existing conditions?	If the communities are not accurately included potential impacts and restoration will not be addressed.	Confirm that Minnetonka's MLCCS designated remnant communities are accurately recorded in the existing conditions.
4-61	Section 4.4.4 Long-Term Effects, the tamarack swamp located SE of Glen Lake is not identified.	If it is not identified how will the impacts be evaluated?	Determine if the alignment for LRT 1A will have any potential impacts to this resource.
4-103	Noise related to horns and bells at all at-grade crossings	Impacts to adjacent residents.	Quiet zones should be considered for implementation at all at-grade crossings to eliminate noise from bells and horns.
4-103 to 4-104	"Construction contractors <i>should</i> be required to develop a noise mitigation plan" and discusses what should be included.	The plan MUST be developed and include requirements from the city.	City must be involved in approval of the Construction Noise Mitigation Plan steps and approvals prior to work beginning.
4-118	DEIS references final EIS that is not yet completed.	Mitigation measures will be based on this document.	City needs an opportunity to review and provide input on findings.
4-119 and 4-127	On-going maintenance practices associated with light rail.	Section 4.9 discusses Hazardous and Contaminated Materials. The collection and disposal of oils, grease and other wastes is documented in the Draft EIS. Will salt be used during winter snow removal operations? If so, how will the amounts be monitored? Both Minnehaha and Nine Mile Creek are chloride impaired so salt use may be an issue.	Address the use of salt in the final document.

Chapter Five: Economic Effects			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
Section 5.2	Station Area Development	Environmental Metrics – Concur with the report that LRT 1A is inconsistent with the Minnetonka Comprehensive Plan. If selected, recreating transit-friendly station areas west of the Shady Oak Station would pose significant challenges given the existing land use pattern and transportation systems.	None—concur with the report.
Section 5.2	Station Area Development	Environmental Metrics – LRT 1A and 3A for Shady Oak Station Area. The Short-term impacts described in Section 5.2.2 make no mention that this station is essentially “land-locked” by private land holdings. The document does not identify in any generality how these issues impact station area development.	Access and landownership issues identified in the DEIS will need a resolution in order for the Shady Oak station to come on-line.

Chapter Six: Transportation Effects			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
6-53	Figure 6.3-2 does not reflect all trails in Opus and along Shady Oak Road.	The Opus trails need to be documented as they are important for connectivity to/from the proposed station and the businesses and residential in the area. The LRT will impact some of these trails as shown in Appendix F.	Document all trails.

Chapter Nine: Indirect Effects and Cumulative Impacts			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
9-37, 9-38, 9-39	DEIS states that no mitigation is required for Transit Effects, Effects on Roadways and Other Transportation Effects including trails.	Effects to local transportation systems affected by the Southwest LRT must be included as a part of the overall study for potential improvements needed to eliminate increased congestion and impacts. DEIS states that because the indirect effects and cumulative impacts are expected to be beneficial, no mitigation is needed. Impacts could require substantial dollars for improvements.	Study area limits must be reviewed and defined with the city to determine overall impacts to local infrastructure systems.

Chapter Twelve: Public Agency Coordination and Comments			
Page	Issue	Why is this an issue	Proposed alternative/mitigation
12-4 and 12-15	Minnetonka has regulations not identified in Table 12.2-2 Preliminary List of Required Permits. These include wetland, floodplain, shoreland, erosion control, steep slope and tree protection ordinance as well as stormwater regulation.	The appropriate permits may not be acquired at the local level.	Include the above referenced Minnetonka items in the list of permits to be obtained.

Appendix F- Part 1: Conceptual Engineering Drawings			
Page Number	Issue	Why is this an issue	Proposed alternative/mitigation
38	The SWLRT alignment must go under (cut and cover) TH 62 rather than go over TH 62 as proposed.	Going over TH 62 would: 1) Limit the city's flexibility with much needed local roadway improvements and potential realignments within the Opus II Business Park. 2) Provide for a non-desirable connection and layout for the City West Station in the City of Eden Prairie due to existing topography. 3) Eliminates the opportunity to provide a trail linkage between the Opus II Business Park and the United Health Group Campus (located on the south side of TH 62). Having an elevated track through this area would preclude this opportunity.	The SWLRT alignment must go under (cut and cover) TH 62 rather than go over TH 62 as proposed.
38-39	Design refinements must shift the SWLRT alignment of the line slightly to the south/west near TH 62.	The city, MnDOT and property owners within Opus II Business Park have made significant investments in making transportation improvements to the interchange at US 169 and Bren Road. In the long term additional access into and out of the business park will be needed in order to provide acceptable Level of Service (LOS) at the existing interchange. One option suggested for consideration by MnDOT was a set of ramps from TH 62 into the Opus Business Park. The ramps would be for westbound traffic entering the site and for eastbound traffic leaving the site. The alignment shown for SWLRT in this area would preclude constructing these ramps in the future.	Shift the SWLRT alignment slightly to the south and west to allow for the ramps to be constructible in the future and not interfere with light rail operations.

39	Minnetonka agrees with the recommendation eliminating the trail crossing of the light rail line and Red Circle Drive south of Opus station, however the limits must be revised.	A portion of the trail located at the western edge of the property, west of the proposed alignment, must remain to maintain connectivity. Without this segment, it removes connectivity on the west side and increases the travel distance of pedestrians and bicyclists from the station to properties southwest.	Leave a portion of trail in place near Red Circle Drive currently shown for removal. It will allow construction of a parallel trail connection on the west side of the SWLRT line in the future.
39	The DEIS does not indicate how the new trail segment proposed to connect Opus station to the trails west of the north-south segment of Bren Road East will cross.	With the expected increase in traffic volumes on the roadways and additional pedestrian foot traffic, the city is concerned that an at-grade crossing in this location could pose a safety challenge.	A grade separated crossing of the roadway for the trail crossing at this location, and all others must be proposed within the Opus II Business Park.
39	For the trail area north of Bren Road W and the Opus station, the DEIS shows removal of trail segments west of the LRT alignment near Bren Road. The trail removal eliminates connection to properties east of the LRT line creating a gap between the underpass at Bren Road West and the trail network along Green Circle Drive.	The SWLRT project creates a trail gap without constructing a parallel north-south trail segment on the east side of the transit line. Connectivity that existed prior to the project would not be maintained.	As part of the preliminary design and FEIS, Metro Transit must replace the trail on the east side to bring more parcels and properties into a half mile walk and a two mile bike of Opus station. All trail segments proposed for removal and replacement as a part of the project must be reviewed to maintain connectivity that existed prior to the project.
40	The proposed LRT crossing and intersection reconfiguration at Smetana Road and Feltl Road is not acceptable.	The proposed reconfiguration switches the through movement of Smetana Road, the higher functionally classified roadway with heavier traffic volumes, to Feltl Road, the roadway with lower functional class and lower traffic volumes. It also creates additional SWLRT crossings that could be reduced.	There are other alternatives available that would preserve the alignment and through movement of Smetana Road, yet limit the number of at-grade crossings. The city requires that the FEIS and preliminary engineering develop and evaluate other concepts for this intersection acceptable to the city.

42	The curve of the alignment just west of the Shady Oak station (curve taking the alignment to the south)	The city has been informed that this curve may change in the future, which will impact redevelopment plans for the area.	Changes in the alignment from what is shown in the DEIS should immediately be discussed with the city and the city reserves the rights to provide comments on the new alignment.
Appendix F page 42-43	The proposed location of the Shady Oak station platform is currently landlocked as it exists today. The city assumes that 17 th Avenue in Hopkins will need to be expanded south as part of the project in order to access the station.	The city has identified secondary access points into the station area as a key issue, as one access point is likely unable to accommodate the anticipated demand of this station.	Secondary access points from 47 th Street West, 5 th Street/K-Tel Drive and Shady Oak Road should be considered, as well as how the reconstruction of Shady Oak Road from Excelsior Boulevard to Highway 7 will function given the proximity to the station.

Appendix H – Part 1: Supporting Technical Reports and Memoranda

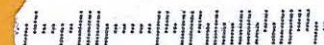
Page	Issue	Why is this an issue	Proposed alternative/mitigation
4-21, 4-23, 4-24 and page 196 of appendix H	Ensure that any permanent water removal does not result in negative impacts to ground water or surface waters.	<p>4.1.4.2 - States there is a possible need for permanent water removal at both segments 1 and 3 and possibly a second area.</p> <p>Mitigation sections (4.1.6) lists methods to minimize impacts and Appendix H (page 196) indicates the permanent water removal or the cut below the water table will not impact wells since the closest well is at least 800 feet away. It further states that if water is diverted into or away from wetlands that the work will be engineered to minimize the impacts.</p>	The engineering should be designed to prevent any impacts versus minimizing them.



Where quality is our nature

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Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415



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<WilliamRVanArsdale@eaton.com>

12/20/2012 10:51 AM

To <swcorridor@co.hennepin.mn.us>

cc <WilliamRVanArsdale@eaton.com>, <DaleMitchell@Eaton.com>

bcc

Subject Eden Prairie SWLRT

Please see attached comments on SWLRT

Thanks

Bill VanArsdale

Group President

Hydraulics, Filtration & Golf Grip

Eaton Corporation

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December 20, 2012

RESPONSE OF EATON CORPORATION- HYDRAULICS GROUP TO SOUTHWEST
TRANSITWAY-DRAFT ENVIRONMENTAL STATEMENT

Eaton Corporation-Hydraulics Group ("Eaton") hereby submits its comments on the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway.

Eaton acknowledges the substantial benefits that will arise from, and supports the need for, the Southwest Transitway, which is the subject of the DEIS. Eaton has followed with interest the progress of this project from initial discussions to the current proposals being considered. Because the terminal station of the Southwest Transitway is the Mitchell Station that sits directly on its campus, Eaton has been particularly concerned about the impact of this project on its Hydraulics Group Global Headquarters site.

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Eaton's Hydraulics business is a worldwide leader in the design, manufacture and marketing of a comprehensive line of reliable, high-efficiency hydraulic systems and components for use in mobile and stationary applications. Mobile and stationary markets include agriculture, alternative energy, construction, forestry, manufacturing, material handling, mining, oil and gas, processing, transportation and utility equipment.

Eaton has been deeply interested in how the DEIS would evaluate the impact of the Mitchell Station and associated development on the Eaton site. Unfortunately, the DEIS does not even mention the detrimental impact that the Mitchell station and associated development will have on the Eaton site. This may be due to the lack of knowledge of the unique nature of the Eaton campus, which places the fundamental elements of research, design, manufacturing, and administration in a compact and single location. This configuration provides significant and irreplaceable benefits to Eaton in the efficient and profitable operating of this global business.

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To provide the reviewing authority with important and objective information about the detrimental impact of the Southwest Transitway, Eaton retained the firm of Shenehon and Associates to assist it in assessing the impact of the Mitchell station and associated development on the Eaton Hydraulics Group Global Headquarters campus. Shenehon's Consulting Memorandum setting forth a preliminary determination of the devastating impact the project will have on the operational efficiency of the campus is attached. Shenehon's analysis and conclusions confirms Eaton's own internal analysis. Again, these negative impacts were not mentioned in the DEIS

The impact of the Mitchell Station will likely involve the loss of the manufacturing building, and also the loss of Eaton's future expansion land. In addition, the Mitchell Station will bring a high volume of traffic into the area of the campus that will create

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ingress/egress issues, which will negatively impact any existing operations that will remain at the campus. The continued viability of the site, which employs nearly 650 people, will be in doubt. These impacts were not noted in the DEIS.

In reviewing the Mitchell Station plans and DEIS, it appears to both Eaton and Shenehon that there is a very high likelihood that this plan will move forward and that its impacts will compel Eaton to find a suitable replacement for its campus. Replicating this campus will be difficult and very expensive. In addition to substantial relocation costs, Eaton will incur the costs of purchasing or leasing replacement space and the impairment of the existing property, plant and equipment.

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The only alternatives in the DEIS that appear to ensure the continued viability of the Eaton campus are the 'No Build Alternative' and the 'LRT 1A', with all other plans involving a Park & Ride and, except for the 'Enhanced Bus Alternative', a Light Rail Transit Station.

Eaton looks forward to discussing with local, regional, and state agencies how the potential loss of a significant employer can be avoided. It is also important that as this project moves forward that significant funding is made available for the relocation of the Eaton campus and that Eaton is given adequate time to relocate their operations, which could take several years to facilitate.

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Sincerely,



William VanArsdale
Group President
Hydraulics, Filtration, & Golf Grip
Eaton Corporation

CONSULTING MEMORANDUM

TO: File #12188

FROM: Shenehon Company

DATE: December 17, 2012

SUBJECT: Consulting Services for Eaton Corporation in Anticipation of Southwest Transitway Development.

INTRODUCTION

The purpose of this memorandum is to summarize the potential impacts to the Eaton Hydraulics Global Headquarters campus that will likely result from the Southwest Transitway Mitchell Station – Office and Park & Ride and to provide comment on the Southwest Transitway - Draft Environmental Impact Statement (DEIS). In analyzing the potential ramifications of the taking, it is our opinion that the Mitchell Station – Office and Park & Ride will pose a serious threat to the continued viability of the Eaton Hydraulics Group Global Headquarters campus. It is our opinion that the Mitchell Station plans completely disregard the campus that Eaton has established in favor of redeveloping the campus and surrounding area into a mixed use development, to include residential, commercial, and civic/institutional/office development.

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In addition, the Mitchell Station - Office and Park & Ride plans include a major light rail station with ±800 spots for its Park & Ride program located on the north end of the Eaton campus, where the manufacturing facility and excess land are currently located. At a minimum, the light rail station and Park & Ride will result in the loss of the manufacturing facility and the excess land and negatively impact the campus by eliminating the integrated nature of the Eaton Hydraulics Group, along with the ability of future expansion. This will leave Eaton with a small, segregated, quasi-campus that will severely diminish the established synergy of the Eaton campus as it exists today.

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In reviewing the DEIS the considered alternatives are a 'No Build Alternative,' an 'Enhanced Bus Alternative' and five Light Rail Transit (LRT) options. After studying the DEIS and Southwest Transitway Area Planning report, the only alternatives that appear to ensure the continued viability of the Eaton campus are the 'No Build Alternative' and the 'LRT 1A'; all other plans involve a Park & Ride and, except for the 'Enhanced Bus Alternative', a Light Rail Transit Station. The recommended alternative identified in DEIS is the 'LRT 3A-1' plan and the 'Co-Location Alternative' is only a slight variation on the 'LRT 3A-1' plan. Both of the recommended plans will have a significant negative impact on the viability of the Eaton campus, likely requiring the relocation of Eaton and involving significant relocation and capital improvement costs which may not even provide Eaton with a truly suitable replacement site.

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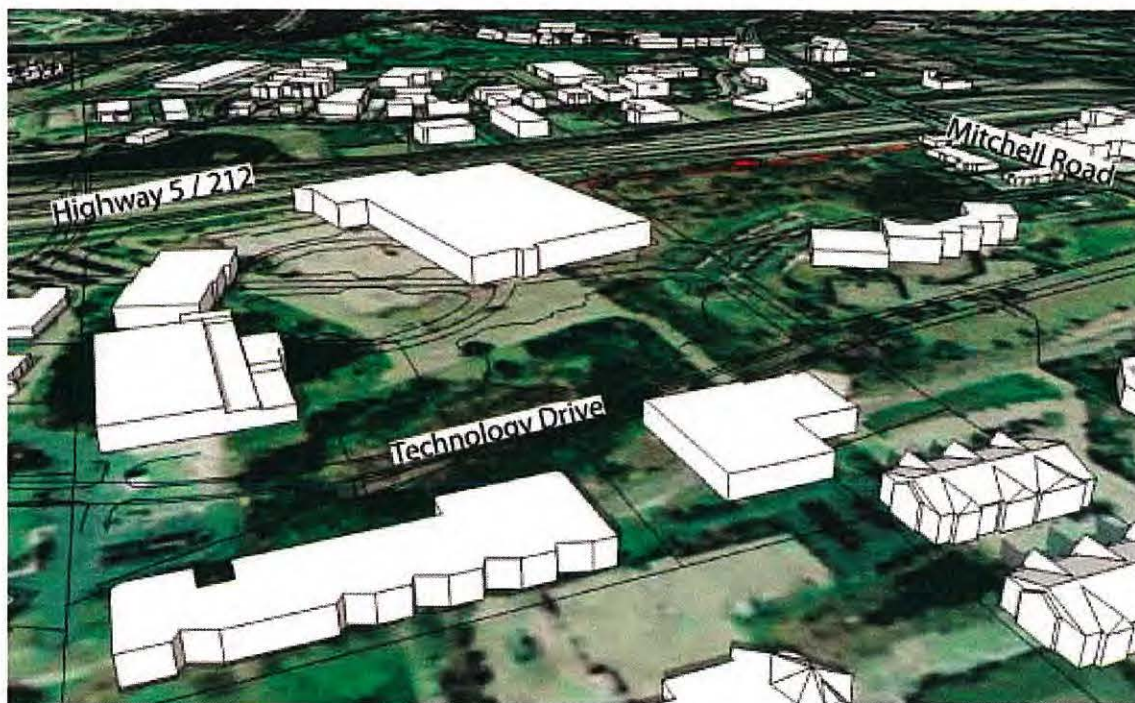
BEFORE CONDITION

The subject campus was initially established in the 1960s when Char-Lynn established its operations in Eden Prairie. Eaton expanded the campus in 1998 and 1999, assembling 61.57 acres of land with a very prominent presence along Highway 212 in Eden Prairie. The campus consists of four buildings: (1) the Hydraulics Group Global Headquarters (office), (2) the Manufacturing Plant, (3) the Technology Building (IS Innovation Center & Test Labs), and (4) the Test Lab - Noise Chamber and Display Area Building. The campus benefits from its proximity to a strong employment base in a first-tier Twin Cities community and from very good access characteristics and visibility. Eaton is the primary property owner of the land, which is bounded by Highway 212 to the north, Mitchell Road to the east, Technology Drive to the south, and Wallace Road to the west. Eaton's ownership comprises over 75% of the total land area within this block. In addition, the Eaton campus includes a 7.64-acre vacant parcel of land with the potential to be utilized for expansion as the company continues to grow and expand. Eaton currently employs approximately 650 people at the subject property and the campus has an assessed value of \$22,606,000 with current real estate taxes of \$853,845.

Campus developments like Eaton's, with strong locations in fully developed areas, are difficult to replicate. Eaton has established a fully integrated campus that creates exceptional efficiencies by having research and development, manufacturing, and executive offices in one location, while also possessing available land to expand operations as the company continues to grow. This environment streamlines communication and teamwork among employees and promotes effortless interactions and exchanges of ideas. At their Eden Prairie campus, Eaton is able to provide their employees with onsite training and the opportunity to see the diverse branches of the business firsthand.

The seclusion and ease of connection between the facilities that a contiguous parcel of land provides is extremely beneficial to the organization. Another common trait shared by Eaton and other comparable corporate campuses is proximity to a strong, highly skilled workforce. Corporations like Eaton will typically invest significantly more capital to create a campus environment than they would invest in standalone office, R & D, and manufacturing facilities, due to the synergistic benefits. The subject site also benefits from having great access and visibility due to its location on Highway 212, only 1.5 miles west of Interstate 494, within 20 minutes from both downtown Minneapolis and the airport. With the surrounding area already mostly developed it would be extremely difficult to find a suitable replacement site similar in size and location. A likely replacement site would either involve a costly redevelopment site or an inferior site located further from the core of the Twin Cities area.

The following graphic was taken from the Southwest Transitway Planning Study and depicts a bird's eye view of the existing area primarily occupied by the Eaton campus.

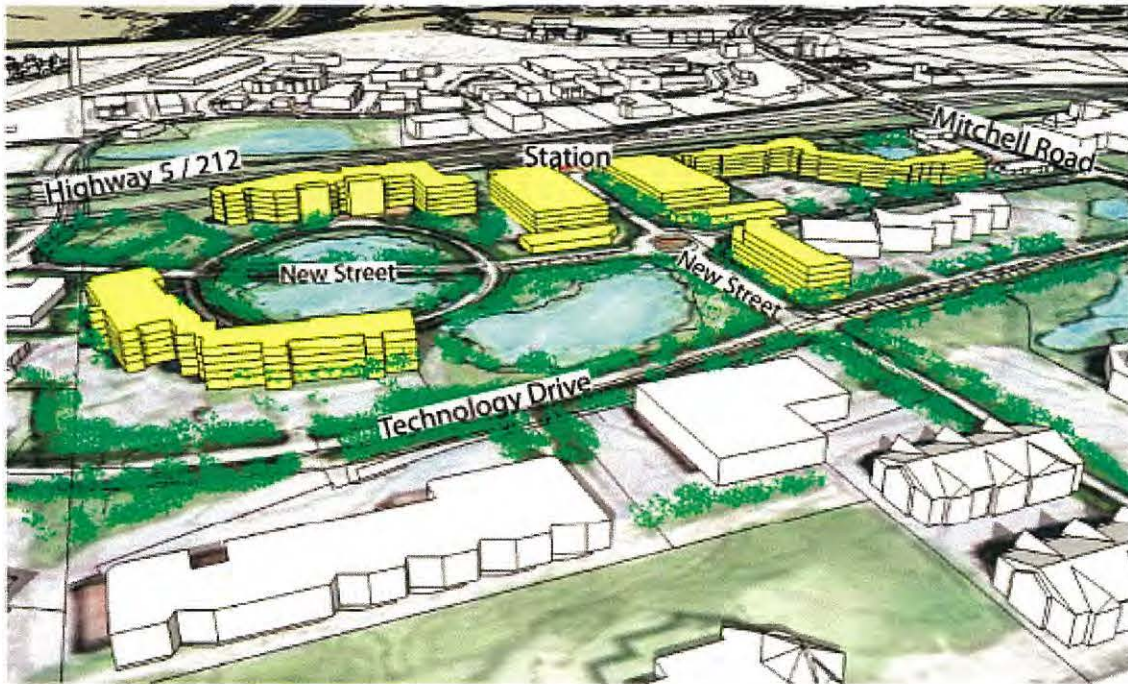


THE PROJECT

The Mitchell Station – Office Park & Ride as quoted by the Southwest Transit Area Planning Study will be the “end of the line” and “will act as a MAJOR park-and-ride location.” The Southwest Transitway Station Area Planning and DEIS studies the surrounding area within a half-mile radius of the proposed Mitchell Station, but clearly focuses on the block bounded by Highway 212, Mitchell Road, Technology Drive, and Wallace Road. In fact, the plan focuses almost exclusively on the redevelopment of this block. Despite Eaton owning approximately 75% of the land within this block, the plans make almost no mention of the existence of the Eaton campus and do not address the potential impacts to the viability of one of Eden Prairie’s major employers. Preliminary plans indicate that most of this block will be completely redeveloped and that north/south and east/west roadways will run through the center of the current Eaton Campus. Further study of the plan reveals that of the four buildings and land that comprise the Eaton campus, only the office structure and the small Test Lab building are to remain once the area is fully redeveloped. Though complete redevelopment of the entire block may not happen immediately, the LRT Station and ±800 car Park & Ride do appear as immediate threats to the viability of the Eaton Campus.

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The following graphic was taken from the Southwest Transitway Plan and depicts the redevelopment of the block that is primarily comprised by the Eaton campus.



Note: yellow structures indicate new development with white buildings representing existing structures. The plan illustrates the loss of not only the manufacturing facility but also the technology building. In addition, there are significant road expansions (including a roundabout) and added retention pond infrastructure.

The Southwest Transitway is marketing the Mitchell Station – Office Park & Ride as a redevelopment opportunity that intends to completely redevelop the block where the Eaton campus is located. The plan specifically references development involving “New Buildings Only,” intending to create the developments listed below.

Commercial Development	108,000 square feet
Civic/Institutional/Office	494,400 square feet that will accommodate 1,412 people
Park and Ride, Ramp	800 cars

In addition, the plan describes the development of a new roadway system that will connect Technology Drive with the Station and Transit Plaza, which will facilitate bus and car drop-off activities. The plan envisions “large parking structures” and a new series of streets that will connect the Station to the Eden Prairie Municipal Campus. There is also an intention to “introduce a significant residential component into the station area near the station itself.” The plan indicates an “opportunity to develop or expand one to three corporate campuses” but fails to mention the existing campus that occupies 75% of the primary Transitway and redevelopment area.

TIMING OF REDEVELOPMENT

The plans for the Southwest Transitway leading to the Mitchell Station – Office and Park & Ride date back to 2002, when feasibility studies were being completed on eight transit alternatives. In 2005 and 2006 the Transitway placed its focus on three transit routes and in 2008 and 2009 plans began to emerge that focused on creating a Transitway Station at Mitchell Road where the Eaton campus is currently situated. Over this period an unprecedented level of economic growth and prosperity occurred, followed by a deep economic recession and financial crisis from which we continue to slowly recover.

As a result, continued office and commercial development growth is currently very speculative and should focus on new development opportunities as opposed to redeveloping thriving, existing campus developments. In this case, the subject provides approximately 650 local jobs and close to \$1,000,000 in annual property tax revenue. The potential to add 1,400+ jobs is enticing to any community, but it would take several years (if not longer) for this to be realized, and at the risk of losing 650 existing jobs. Assuming 1,400 jobs would be created through the redevelopment of the site, this is essentially a net gain of 750 jobs, but at a significant cost to the community. Costs associated with this redevelopment would include the expensive cost to relocate Eaton, extensive infrastructure costs, and likely tax increment financing to entice corporations to the redevelopment area. Additionally, it would take several years before the jobs lost from the Eaton campus would be replaced, and even longer to reach the projection of 1,400+ jobs.

Based on published reports and the DEIS, it is clear that there is a high probability that the Transitway plan will move forward. Yet it appears that the Southwest Transitway Authority has not completed a cost-to-cure analysis which would consider the consequences of keeping Eaton in their current location. As a result, it is critical that the Southwest Transitway consider the potential relocation of a 60 plus acre, four-building campus, which currently employs approximately 650 people, and the extensive costs associated with this relocation. It appears that even if the Transitway project were scaled back to accommodate the continued viability of Eaton, the risk of continued eminent domain would always remain, given the stated intention to see the area redeveloped into a high density, pedestrian and vehicle oriented redevelopment project.

The DEIS indicates that “acquisitions/displacements would be necessary for all of the Build Alternatives-some acquisitions would be very small areas needed to expand right-of-way, but others would involve entire parcels of land that would necessitate relocating a resident or business.” The DEIS also references the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended, [42 U.S.C. 4601 et seq.] The Uniform Act requires that property owners be paid fair market value for their land and buildings, and that they be assisted in finding replacement business sites or dwellings. Further defined, the fair market value is based on the highest and best use of the site, which in the instance of the subject would be for continued use as a corporate campus. Based on the Transitway plans it is our opinion that the Eaton facility would have a high likelihood of requiring relocation.

The relocation costs alone would be very expensive for Eaton and would also require significant capital investments to re-establish a corporate campus in the southwest Twin Cities. It is also

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likely that the location of any replacement campus would be inferior in comparison to its current location. This also impacts Eaton's ability to recruit talented employees given the strong uncertainty involving the continued viability of the Eaton campus. The following is a summary of the issues involved in relocating Eaton.

Building 1 – Eden Prairie Manufacturing Plant

Replace a 241,227 square foot manufacturing space that is used by Eaton to produce steering units and motors. Eaton aggressively estimates that it would take approximately 18 months to relocate, but it could take longer.

Building 2 – Technology Building

Replace the 60,000 square foot technology/innovation center and test labs. Costs considered in relocating would be the cost to purchase or lease a replacement facility plus moving expenses, capital, and infrastructure upgrades.

Building 3 – Hydraulics Group HQ

Replace the 93,748 square foot office building that is used for marketing, engineering, customer services, and finance. Costs considered in relocating would involve purchase or lease of a replacement office facility and moving and information technology costs.

Building 4 – Engineering Test Lab/Noise Chamber

Replace a 20,000 square foot building. Costs would include purchasing or leasing a replacement building and would also include moving and capital infrastructure costs.

The cost to move the campus would be substantial and there is no guarantee that Eaton will be able to find a suitable replacement property. In addition to relocation costs, Eaton will incur the costs of purchasing or leasing replacement space and the impairment of the existing property, plant and equipment.

Conclusion

Eaton has committed significant capital investments to establish a global headquarters campus for its Hydraulics Group, and it will be extremely costly and difficult to replace. The Mitchell Station – Office and Park & Ride will significantly impact Eaton and will likely involve the loss of the manufacturing building, which is considered the primary building of the campus, and also the loss of land for future expansion. In addition, the Park & Ride and Transit Station will bring a high volume of traffic into the area of the campus, which will in turn create ingress/egress issues and negatively impact any existing operations that will remain at the campus.

Eaton's loss of any of their buildings will have a negative effect on the functionality and operations of the Hydraulics Group headquarters campus. Further, the Mitchell Station plans call for the complete redevelopment of the block where the Eaton campus is currently situated and where Eaton controls approximately 75% of the land area. In reviewing the plans, it appears that the manufacturing plant and technology building will be lost as a result of the project and

F0

would leave Eaton with less than half of the space it had prior to the taking. In reviewing the Mitchell Station plans, it seems the impact of the redevelopment plans will force Eaton to find a suitable replacement for their campus. It will be very difficult and very expensive to replicate what Eaton has created over the past 50 years. In addition to the substantial relocation costs, Eaton will incur the costs of purchasing and/or leasing replacement space and the impairment of the existing property, plant and equipment.

After studying the DEIS and Southwest Transitway Area Planning the only alternatives that appear to ensure the continued viability of the Eaton campus are the 'No Build Alternative' and the 'LRT 1A', with all other plans involving a Park & Ride and, except for the 'Enhanced Bus Alternative', a Light Rail Transit Station. The recommended plans for a light rail station at this site will likely involve the loss of the Eaton campus. The plans to redevelop the site assume the creation of 1,400 jobs, but ignore the potential loss of nearly 650 jobs from the loss of the Eaton campus. As this project moves forward, it is imperative that significant funding is made available for the relocation of the Eaton campus and that Eaton is given adequate time to relocate their operations, which could take several years to facilitate.



"Bob Brockway"
<rmbrockway@comcast.net>
12/20/2012 10:56 AM

To <swcorridor@co.hennepin.mn.us>
cc
bcc
Subject SW LRT Comments

Dear Sir:

I live in the Calhoun Isles condo complex which is just east/north of the future West Lake Street LRT station. I believe the SW LRT should be constructed, but **only if it is done right** and that means not destroying the Kenilworth bike trail, path and park environment. This also means not subjecting the people who live near the proposed route to even moderate impact.

CONCERNS:

1. My major concern is that the LRT designers will use the excuse that the project can not afford doing it right. If such is the case, then let's build only the length that can be afforded and do the rest when more money is available. Make it a show piece that you can be proud of, not a horrible eye sore and a destroyer of neighborhoods.
2. The space between the Calhoun Isles condos and the Cedar Shore town house condos is too narrow for two LRT tracks, the Kenilworth bike and walking trail, and at the same time, avoid significantly impacting those people living in those condos. The only way to do this is to place the LRT in a ditch with an enclosed sound barrier. E4
3. Grade crossings at Cedar Lake Pkwy and at the Belt Line Blvd will produce huge bottlenecks for traffic. That's OK for passengers living in Eden Prairie, but not for the locals.
 - 3.1 Sunset Blvd and Cedar Lake Pkwy converge to cross the LRT tracks at the south east corner of Cedar Lake. These two streets have always relieved pressure on West Lake Street. A grade crossing would significantly reduce traffic flow. The option of placing a LRT bridge over this intersection is a giant step backward. What a terrible thing that would be for the park and the South Cedar Lake bathing beach environment. The LRT must go under the road. Even New York City doesn't put their trains across Central Park. E8
 - 3.2 Belt Line Blvd is the only north south street available to cross the proposed LRT tracks between Highway 100 and Lake Calhoun. That's a distance of over a mile. With gates going down every three to four minutes, traffic will be backed up to Highway 7/5 which is only a few hundred yards north. At the time a RR right-a-way was granted, I'm sure Belt Line was not a heavily traveled four lane road.
4. The bell noise from the LRT, when entering the West Lake Street station, is a concern. An enclosed sound barrier is critical to prevent this bell noise from being amplified to the high floors in the Calhoun Isles towers. E4

I hope that you give these thoughts proper consideration. It's the residents and park visitors of Minneapolis who are being told to accept the down sides of an LRT planned through their parks and neighborhoods. The Met Council's own studies show that, in the future, the city will grow much more than the suburbs so these parks, beaches, and neighborhoods must be preserved now or they will be forever lost.

Robert M. Brockway
3145 Dean Court, # 904
Minneapolis, MN 55416

rmbrockway@comcast.net



Beth Swedberg
<beth.swedberg@gmail.com>

12/20/2012 02:39 PM

To swcorridor@co.hennepin.mn.us

cc

bcc

Subject SW LRT crossing at Cedar Lake Parkway

To whom it may concern,

I have been a resident at 33 Park Lane in Mpls for 17 years. I support the development of light rail for the metro area. I am opposed to an at grade or above grade crossing at Cedar Lake Parkway. Please seriously consider a trench option for the LRT and trails with the auto traffic crossing slightly above grade. This area is extremely busy all year round with overload levels of auto, pedestrian and bike traffic spring/summer/fall as one would expect of the "Grand Rounds" route. Please do not add the additional burden of 250 to 350 trains per day at grade and for goodness sake please do not elevate the train. The noise and lights and overall impact will seriously affect the quality of life, property values (and subsequent tax revenue) as well as safety at this important intersection.

Thank you,

Beth Swedberg
33 Park Lane
Mpls, MN 55416

bswedberg@comcast.net
612-922-7299

E8

E8 N2

O1



"Bob Salmen"
<bobsalmen@efsinvestments.com>

12/20/2012 05:08 PM

To <swcorridor@co.hennepin.mn.us>

cc

bcc

Subject DEIS for Southwest Light Rail Project & Proposed Royalston Station

To Whom It May Concern:

As was instructed by the southwest Light Rail website, I have enclosed a copy of my DEIS as it relates to properties I own located at the Royalston City Market (415 & 501 Royalston Avenue).

Please review and feel free to contact me with any questions or comments you may have.

Sincerely yours,

Robert D. Salmen
President

Equity Financial Services Corp.
501 Royalston Avenue, Suite 100
Minneapolis, MN 55405
T 612.370.0333
F 612.370.0555
C 612.991-8000
bobsalmen@efsinvestments.com

December 10, 2012



Sent US Postal & Email: swcorridor@co.hennepin.mn.us

Hennepin County Housing, Community Works & Transit

ATTN: Southwest Transitway

c/o Minnesota Metropolitan Council

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

RE: DEIS for the Southwest Light Rail Project and proposed Royalston Avenue Construction & Station

To Whom It May Concern:

We are writing to you today as a property owner of the Royalston City Market located at 415 & 501 Royalston Avenue. Our properties are bordered between Royalston & Border Avenue (east/west) and Highway 55/Olson Memorial (north). We own approximately 8 acres and the land is currently developed with two, multiple tenant office/warehouse properties consisting of 220,000 square feet. Upon our initial review, the DEIS has a number of inadequacies and reflects a lack of understanding of the current conditions and business operations for my property and its tenants/businesses along Royalston Avenue.

M2

From the current plan shown on the Southwest Corridor website, it appears the Southwest Light Rail is proposed to travel up and down Royalston Avenue with a "Royalston Stop" constructed near the southeast corner of our 415 Royalston property.

The DEIS does not reflect an understanding of the business operation of the Royalston City Market tenants/businesses. Our property is a profitable, thriving, office/industrial property which is home to five businesses with over 150 owners/employees. While each business is different, all require unfettered vehicular access from Royalston AND Border Avenue. The DEIS shows that the SW LRT, as proposed, will make it virtually impossible for some businesses to continue to operate profitably at their current locations.

M2

The DEIS shows a clear lack of understanding of the geographic constraints of the Royalston City Market tenants/businesses. Additionally, the DEIS anticipates land use changes with no suggested implementation or mitigation for existing tenants/businesses at Royalston City Market that will be affected by the SW LRT. At a minimum there will be business disruption during construction and the likelihood that the businesses will not be able to survive construction. In addition, it is clear that these businesses may be unable to conduct their business after construction.

M2

Specific Comments (by section):

2.1.3 LOCALLY PREFERRED ALTERNATIVE RECOMMENDATIONS

As it relates to the Locally Preferred Alternative for the Royalston Station concerning safety, access, accessibility, visual sightlines and cross-access. We feel that discussions should be reviewed to construct an “at-grade” platform and access at the Royalston Station path across 7th Street & Hwy 55.

I2
R2

The plans for the construction of the light rail as it relates to the crossing of Highway 55 and 7th Street is of major concern for our Royalston City Market properties. Whether the trains cross Highway 55 at grade level, by way of a tunnel, or if the plans are to elevate the light rail tracks, this construction and elevation will most certainly have a huge negative impact on the value of our real estate. Elevated rail lines would leave our now “excellent visibility” to “no visibility”, leaving our Royalston City Market properties in the “shadows” of the light rail tracks and out of direct visibility of our major clientele, the downtown business community. Also worth noting is the loitering and “less than desirable” clientele that would use this “shadow area” for their temporary residence whereby decreasing the value of my real estate asset.

M2
I2 P5

There has been some information in the marketplace that Border Avenue might be an alternative route for this Southwest Light Rail and its connection to the Interchange Transit Hub. I would like to make it clear that losing trucking and vehicle access to my Royalston City Market properties along Border Avenue would also have a great negative impact on the value of my real estate. We have major concerns for our tenant/businesses trucking accessibility during construction and after the rail line is complete. Our properties have continuous large truck traffic throughout the day which we must insure this accessibility is maintained or risk being in breach of our lease commitments. This particular issue must be studied early in order to adequately mitigate the impact of construction and long term vehicular and trucking access on the business operations.

M2
P4

With the construction of light rail along Border Avenue, the Royalston City Market properties and the tenants/businesses within the properties would lose all major trucking access to loading docks and parking areas. Accessibility to and from I-94 is crucial for our current and future tenants at the Royalston City Market. Without this type of access, the properties would suffer major asset losses.

3.1.5 LONG TERM EFFECTS

The DEIS states “improved accessibility will help the study area become more attractive to business and residential opportunities, especially when linking to major employment centers with rapid transit.” While the SW LRT may make the area more attractive to business and residential opportunities, the plan, as presented, will have the impact of dislocating the businesses at Royalston City Market. Further study is required to insure the businesses’ ability to continue at their current location.

M2

The DEIS anticipates land use changes with no plan for implementation. The DEIS requires further study of how the proposed SW LRT will affect the current land use and how the proposed change in land use will be implemented. The DEIS proposes “no mitigation” for land use changes, stating that the preliminary engineering will work to mitigate local concerns. This is not adequate to meet the needs of the Royalston City Market businesses.

M1

3.1.7 MITIGATION

The DEIS states that “businesses and residents may experience difficulties with accessibility at certain times of day during the construction of the project, and minor detours for through traffic might be required. In general, these effects will not change the land use of the area during construction, but may affect the number of people using area businesses directly affected by access or construction traffic issues.” This statement shows a complete lack of understanding of the nature and operation of the businesses at the Royalston City Market. Our properties fronting Royalston Avenue will have access totally eliminated during construction because some tenants have only one driveway option. This particular issue must be studied early in order to adequately mitigate the impact of construction on the business operations. It will not be satisfactory to simply supply “appropriate notification and signage.”

M2

3.2.2.6 NEIGHBORHOODS AND COMMUNITY COHESION

On page 3-58 there is a statement related to access: “The implementation of LRT service would not sever roadway or drive way connections or remove the existing multiple-use trail adjacent to the proposed guideway alignment of Segment A.” Again, this statement shows a lack of understanding and familiarity with the Royalston City Market tenants/businesses. We have major concerns for our tenant’s trucking accessibility during construction and after the rail line is complete. Our properties have continuous large truck traffic throughout the day which we must insure this accessibility is maintained or risk being in breach of our lease commitments. It must be a priority in early Preliminary Engineering, to study the long-term effects of the route and station placement on these businesses. This study must determine if and when acquisition is necessary. Alignment along the Royalston Avenue right-of-way – center, west side and eastside, should be evaluated for effects on adjacent businesses weighed against keeping two-way traffic.

M3

3.2.2.7 SUMMARY OF POTENTIAL IMPACTS BY BUILD ALTERNATIVE

The statement in the DEIS that the LRT 3A (LPA) alternative “is not anticipated to have significant impacts to neighborhoods or community cohesion” is inaccurate as it relates to the Royalston City Market tenant/business community. Further study is required to determine its impact on this thriving business district.

M3

3.3.5 MITIGATION

Our Royalston City Market will be negatively impacted by the alignment and platform. We have tenants/businesses that require direct, frequent and unfettered access from semi-trucks. Some tenants have only one access onto Royalston Avenue. Construction will severely impact or eliminate their access. We have major concerns for our tenant’s trucking accessibility during construction and after the rail line is complete. Our properties have continuous large truck traffic throughout the day which we must insure this accessibility is maintained or risk being in breach of our lease commitments. The long term effects of conducting business must be a priority for study during early in the Preliminary Engineering process in order to determine if and when acquisition is necessary. Alignment along the Royalston Avenue right-of-way – center, west side and east side – must be evaluated for effects on adjacent businesses, weighted against keeping two-way traffic circulation.

M2

4.7.3 NOISE – LONG TERM EFFECTS

With the rail lines being constructed so close to our properties and us not yet having been informed to the construction process, we are unaware if we should be concerned about the long term noise from the train cars which may negatively impact our Royalston City Market properties and our tenants/businesses.

O6

4.7.6 NOISE - CONSTRUCTION NOISE MITIGATION

O6

We have great concern with the noise levels for our Royalston City Market tenants and their businesses as the light rail is under construction.

4.8.3 VIBRATION – SHORT TERM AND LONG TERM EFFECTS

O5
O6
O12

With the rail lines being constructed so close to our Royalston City Market properties and us not yet having been informed to the construction process, we are unaware if we should be concerned about earth movement and/or vibrations issues which may negatively impact our properties and our tenants/businesses. We have great concern with the vibrations which may negatively affect our tenants and their businesses as the light rail is under construction as well as the vibrations from the daily train schedules once the project is completed.

5.1 ECONOMIC CONDITIONS

The DEIS states that the Southwest Transitway will contribute to the local businesses by increasing accessibility. This is not true for the tenants/businesses of the Royalston City Market. Our tenants will have decreased access and restricted roadways and therefore the SW LRT will not contribute to competitive advantage for the businesses. Further study, during early preliminary engineering, is required to insure that the businesses at the Royalston City Market are able to remain competitive.

P6

5.2.2 SHORT TERM EFFECTS

We feel that the Royalston City Market and its tenants/businesses at the Royalston Station will be negatively impacted by the location of the alignment and platform. These are industrial businesses that require direct, frequent and unfettered access from semi-trucks and some businesses contain only one access onto Royalston Avenue. We have major concerns for our tenant's trucking accessibility during construction and after the rail line is complete. Our properties have continuous large truck traffic throughout the day which we must insure this accessibility is maintained or risk being in breach of our lease commitments. The long-term effects on the businesses at this site should be a priority to study early in the Preliminary Engineering process to determine if and when acquisition is necessary. Alignment along the Royalston Avenue right of way – center, west side and east side- should be evaluated for effects on adjacent businesses weighed against keeping two-way traffic circulation.

I2

M2

If construction is to occur during the day, as the DEIS states, this will have a devastating impact on the Royalston City Market tenants/businesses. Further study is required during Preliminary Engineering to identify means of addressing the short term effects on the existing tenants/businesses.

The DEIS states that "short-term construction effects to the social or economic characteristics of the study are anticipated to include short and long-term economic gains to each community resulting from the implementation of any Build Alternative". This is not true for the Royalston City Market tenants/businesses. As proposed, the construction effects will have no short or long-term economic gain to the businesses, they will more likely have an economic loss, and further study is required to determine how to mitigate the short and long-term effects of construction on these businesses.

M2

5.2.3 MITIGATION

The DEIS states that a Construction Access Plan will be developed at the start of major construction activities. Some tenants/businesses along Royalston Avenue have only one point of access. Preliminary Engineering must further study how these businesses will be affected during construction and develop a

P5

M2

detailed access plan to insure business viability. Table 5.2.3 is not sufficient to address the issues of the Royalston City Market tenants/businesses. Further study is required and mitigation must be identified to address the concerns of the Royalston City Market tenants/businesses.

5.2.4 LONG-TERM EFFECTS

In Table 5.2-4, under the LPS's Environmental Metrics, access on Royalston Avenue will be affected. At least six properties and at least 10 businesses at the Royalston Station will be negatively impacted by the location of the alignment and platform. These are industrial businesses that require direct, frequent and unfettered access from semi-trucks and the sites contain only one access onto Royalston Avenue. We have major concerns for our tenant's trucking accessibility during construction and after the rail line is complete. Our properties have continuous large truck traffic throughout the day which we must insure this accessibility is maintained or risk being in breach of our lease commitments. The long-term effects to businesses on these sites should be a priority to study in early Preliminary Engineering in order to determine if and when acquisition is necessary. Alignment along the Royalston Avenue right-of-way, center, west side and east side – should be evaluated for affects on adjacent businesses weighed against keeping two-way traffic circulation.

M2

In table 5.2.4 the DEIS contemplates a future change of land use to higher density, mixed use at the Royalston Station. There is the potential for the Royalston Business community to be completely changed due to the SW LRT. Further study is required, during Preliminary Engineering to determine if and when acquisition is necessary to mitigate negative impacts on the existing businesses or to determine if acquisition is necessary to facilitate the move to the proposed land use.

M4

In table 5.2-4, under the LRT 3C-2's Environmental Metrics, it identifies 20 on-street parking spaces for potential elimination on Royalston Avenue. Since this alignment is the same as the LPA, this information should be used consistently throughout this table. These 20 on-street parking spaces are essential to the Royalston City Market tenants/businesses. Preliminary Engineering must develop mitigation for the loss of those parking spaces to the businesses.

Table 5.2-4 states the "parking and access to businesses along this route are unlikely to be affected." This is not true for the Royalston City Market tenants/businesses. Both parking and access, critical to the Royalston City Market tenants/businesses, will be greatly affected by the SW LRT. These businesses have semi-traffic and require frequent, direct and unfettered access to their businesses. Some Royalston City Market tenants/businesses have only one access point for their businesses. Early Preliminary Engineering must identify alternative access and parking for these businesses.

P10

6.2.2.2 PYHYSICAL MODIFICATIONS TO EXISTING ROADWAYS

The DEIS states that "conceptual designs indicated that construction of the Southwest Transitway is likely to result in minor physical modifications to existing roadways that may affect local circulation patterns." This is not true for the Royalston City Market tenants/businesses. The SW Transitway will have major affects to the circulation patterns around Royalston, Border & Holden Avenues.

P5

On page 6-20, closing of Holden Street is identified. The closing of this intersection will have a significant impact on access to the Royalston City Market tenants/businesses. Early Preliminary Engineering must identify alternative access for the Royalston City Market tenants/businesses to mitigate the effect of closing Holden Avenue.

P5

At the top of page 6-35, the closing of the Royalston and 5th Avenue North intersection is identified as a necessity for Segment C-2. Since this alignment is the same as the LPA in this area and the closing of this intersection has not been mentioned under the LPA, this inconsistency needs to be addressed. The Royalston City Market tenants/businesses have serious concerns about closing this intersection.

P5

6.2.2.6 BUILDING/FACILITY ACCESS

The Royalston City Market properties/tenants/businesses should be included in the list of properties with affected access in the Build Alternative.

U

6.3.1.3 TRUCKING

The Royalston City Market will be negatively impacted by the location and alignment of the Royalston Station platform. Our tenants/businesses are industrial businesses that require frequent, direct and unfettered access from semi-trucks with some tenants having only one access which is Royalston Avenue. We have major concerns for our tenant's trucking accessibility during construction and after the rail line is complete. Our properties have continuous large truck traffic throughout the day which we must insure this accessibility is maintained or risk being in breach of our lease commitments. The long-term effects to doing businesses on these sites should be a priority to study early in early Preliminary Engineering to determine if and when acquisition is necessary. Alignment along the Royalston Avenue right-of-way – center, west side and east side- should be evaluated for effects on adjacent businesses weighed against keeping two-way traffic circulation.

I2

M2

6.3.2.3 TRUCKING

At the top of page 6-58, truck access and movement issues are discussed. There is no mention of the industrial businesses along Royalston Avenue and it states that no significant impacts are anticipated. That is not true for the Royalston City Market tenants/businesses. The tenants/businesses along Royalston Avenue could have minimized, or eliminated, access for trucks due to turning movement constraints. This must be studied further during early Preliminary Engineering.

I2

P6

9.2.2 INDIRECT EFFECTS

The DEIS identifies that the indirect effects are desired and consistent with local plans. While consistent with existing land use plans, there is no plan for addressing the issues of the existing businesses. The impact of the SW Transitway on the existing businesses must be studied during early Preliminary Engineering to determine whether acquisition is necessary.

I2

M2

9.6.21.3 ANTICIPATED CUMULATIVE IMPACTS

The DEIS anticipates job creation as a result of the SW Transitway. The Royalston City Market tenants/businesses currently have in excess of 150 jobs. There is the potential for these jobs to be lost and a resulting decrease in jobs, as a result of the impact of the SW Transitway on the Royalston City Market tenants/businesses.

9.6.22.4 MITIGATION

While the indirect and cumulative impacts of the SW Transitway at the Royalston station may be anticipated, further study is required to determine if the impacts are so negative on the properties & businesses that acquisition is required.

M4

I2

N12

9.6.2.4 MITIGATION

The DEIS states that “no mitigation for the expected indirect effects and cumulative impacts to land use is proposed for any of the Build Alternatives.” The statement that Preliminary Engineering will work to mitigate local concerns is not adequate to address the impact on the Royalston City Market properties, tenants/businesses. Preliminary Engineering must study the impact on the Royalston City Market properties, tenants/businesses to determine if acquisition is necessary and to identify potential relocation areas.

N12

11.1 EVALUATION RELATIVE TO PROJECT GOALS AND OBJECTIVES

The DEIS states that the “Southwest Transitway” would be developed to avoid as much disruption as possible to neighborhoods, commercial districts and historic areas in the corridor.” In addition, “another objective of the Southwest Transitway” project is to support public and private economic development . . . “ This statement of goals and objectives is in direct conflict with the impact the SW Transitway will have on the Royalston City Market tenants/business community. As proposed, the SW Transitway will totally disrupt the Royalston City Market tenant/business community and will not support private economic development. Further study is required in Preliminary Engineering to insure the goals and objectives of the project can be achieved with minimal disruption to the existing business community.

M2

In summary, we continue to lease office & warehouse space within our Royalston City Market and are gravely concerned that having construction of this capacity in and around our properties will negatively impact the success of our future leasing efforts. We have recent experience with this type of adverse market conditions. Tenant’s considering our properties will be concerned and skittish about entering into a lease with an undeterminable future which negatively impacts the asset value of the properties.

M2

Please keep us informed as to the progress of the Southwest Light Rail. We will be keeping a close eye on this progress and how it will impact our real estate values both during and after construction.

Sincerely,



Robert D. Salmen

Chief Manager

Royalston City Market

bobsalmen@efsinvestments.com

612.991.8000 (cell)

Cc: Richard Salmen, Esquire

Site & Building Plan





"Kirkham, James MD"
<jkirkham@subrad.com>

12/20/2012 08:21 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>

cc

bcc

Subject Light rail

From: James Kirkham
22 Park Lane
Minneapolis, MN
55416

612-928-9660

Dear Decision maker,

The area from along the Kennilworth Corridor is unique. This is a very quiet but heavily used natural area.

A beach is at the south end of Cedar Lake and another quiet beach on Cedar Lake just west of 21st street. A bike trail accompanies the current freight rail line.

There is a connection via a channel between Cedar Lake and Lake of the Isles with very heavy use by canoes/kayaks and paddleboards in the summer and skiers and pedestrians in the winter on the ice when the channel is frozen.

Currently it has a feel of being in the country—not a urban feel—very quiet.

In addition this area has the intersection of Cedar lake Rd and the bike trail/rail line with the grand rounds bike trail. The Grand Rounds are a candidate for the national Register of Historic Places.

The current preferred option would cause much harm in excessive noise/vibration and visually harmfully impact the Park Like feeling.

D E8

The proposed 'fly over' bridge is unacceptable as the noise and negative visual affect would destroy much of the unique character in this area. Putting a structure the size of that bridge and its' pilings in that area would destroy a precious jewel along the Grand Rounds. Thousands of pedestrians and bikers would have to deal with that change as well as the autos and the persons living and visiting the area.

Ideally a tunnel from north of 21st to Lake would be constructed that courses under the Kennilworth channel between Lake of the Isles and Cedar.

E0

If that is not feasible, the Minneapolis Park Board has put forth a proposal to trench the light rail line from Kennilworth Channel to south of the Cedar Lake Road intersection with Burnham Road and the bike trails. One of their trenching options should be adapted if tunneling is not possible.

E0

Some of the options put forth by the Park Board that envision trenching add safety separating the bike crossing from the rail and automobile traffic.

Safety should be of concern to you with the final result improving safety—certainly not putting and at grade crossing where two major bike trails intersect with automobile traffic and nearly 200 train crossings a day many after dark.

E9

I would ask you to also consider trenching/tunneling under 21st to mitigate noise and impact. If 21st were trenched/tunneled then the adjacent beach and parks would not have the negative additional impact of noise with crossing signals/horns.

E4

Summary

1. Very unique quiet area in proposed route of LRT
2. Tunnel or trench at Cedar Lake Road intersection because
 - a. Decrease noise of crossing signals/train

- b. Increase safety by separate bike and rail/auto traffic.
 - c. Markedly decreased negative visual/noise impact of a fly over bridge
- 3. Consider trench option at 21st because
 - a. Decrease noise of crossing signals/train
 - b. Increase safety by separate bike and rail/auto traffic.
- 4. A tunnel would be the only option that would preserve the 'out of the city' feel of canoeing/paddle boarding/kayaking/biking/skiing thru the channel and bike trails that is currently present. Please determine the cost and plausibly engineering options for such a tunnel.

E0

Thank you,
James Kirkham

Privacy Notice:

The information transmitted in this e-mail is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material, including "protected health information". If you are not the intended recipient, you are hereby notified that any review, retransmission, dissemination, distribution, or copying of this message is strictly prohibited. If you have received this communication in error, please destroy and delete this message from any computer and contact us immediately by return e-mail.



"Jackie Cherryhomes"
<JackieCherryhomes@fctyler.com>

12/20/2012 10:12 PM

To <swcorridor@co.hennepin.mn.us>

cc "Mike Higgins" <MHiggins@thefishguysinc.com>, "Duane Petersen" <dpetersen@starkelectronics.com>, <sforberg@starkelectronics.com>, "Timothy D. Hayes"

bcc

Subject DEIS Response on behalf of Royalston Businesses

Please find attached the comments to the SW Transitway DEIS. These comments are submitted on behalf of three businesses on Royalston Avenue, The Fish Guys, Stark Electronics and LBP Mechanical.

If you have any questions regarding this submission please contact Jackie Cherryhomes at jackiecherryhomes@fctyler.com or at 612-961-5614.

Thank you.

December 2, 2012

Hennepin County
Housing, Community Works & Transit
Attn: Southwest Transitway
701 4th Avenue South, #400
Minneapolis, MN 55414

To Whom It May Concern:

This letter is being written on behalf of The Fish Guys, LBP Mechanical and Stark Electronics in response to the DEIS. The DEIS has a number of inadequacies and reflects a lack of understanding of the current conditions and business operations on Royalston Avenue.

The DEIS does not reflect an understanding of the business operation of the Royalston Avenue businesses. These are profitable, thriving, industrial businesses with over 250 employees. While each business is different, all three require unfettered vehicular access. The DEIS shows that the SW LRT, as proposed, will make it virtually impossible for these businesses to continue to operate efficiently, effectively and profitably at their current locations.

I2
M2

The DEIS shows a clear lack of understanding of the geographic constraints of the Royalston Avenue Businesses. Additionally, the DEIS anticipates land use changes with no suggested implementation or mitigation for existing businesses on Royalston Avenue that will be affected by the SW LRT. At a minimum there will be business disruption during construction and the likelihood that the businesses will not be able to survive construction. In addition, it is clear that these businesses will be unable to conduct their business after construction.

M2

Specific Comments (by section):

3.1.5 LONG TERM EFFECTS

The DEIS states “improved accessibility will help the study area become more attractive to business and residential opportunities, especially when linking to major employment centers with rapid transit.” While the SW LRT may make the area more attractive to business and residential opportunities, the plan, as presented, could have the impact of dislocating the businesses on Royalston Avenue. Further study is required to insure the businesses’ ability to continue at their current location.

M1

The DEIS anticipates land use changes with no plan for implementation. The DEIS requires further study of how the proposed SW LRT will affect the current land use and how the proposed change in land use will be implemented. The DEIS proposes “no mitigation” for land use changes, stating that the preliminary engineering will work to mitigate local concerns. This is not adequate to meet the needs of the Royalston businesses.

3.1.7 MITIGATION

The DEIS states that “businesses and residents may experience difficulties with accessibility at certain times of day during the construction of the project, and minor detours for through traffic might be required. In general, these effects will not change the land use of the area during construction, but may affect the number of people using area businesses directly affected by access or construction traffic issues.” This statement shows a complete lack of understanding of the nature and operation of the businesses on Royalston Avenue. The properties along Royalston will have access totally eliminated during construction because they have only one driveway option. This particular issue must be studied early in order to adequately mitigate the impact of construction on the business operations. It will not be satisfactory to simply supply “appropriate notification and signage.”

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3.2.2.6 NEIGHBORHOODS AND COMMUNITY COHESION

On page 3-58 there is a statement related to access: “The implementation of LRT service would not sever roadway or drive way connections or remove the existing multiple-use trail adjacent to the proposed guideway alignment of Segment A.” Again, this statement shows a lack of understanding and familiarity with the Royalston businesses. All three properties at the Royalston Station will be negatively impacted by the location of the alignment and platform. The Royalston businesses are industrial that require frequent, direct and unfettered access from semi-trucks. The sites contain only one access onto Royalston Avenue. It must be a priority in early Preliminary Engineering, to study the long-term effects of the route and station placement on these businesses. This study must determine if acquisition is necessary. Alignment along the Royalston Avenue right-of-way – center, west side and eastside, should be evaluated for effects on adjacent businesses.

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3.2.2.7 SUMMARY OF POTENTIAL IMPACTS BY BUILD ALTERNATIVE

The statement in the DEIS that the LRT 3A (LPA) alternative “is not anticipated to have significant impacts to neighborhoods or community cohesion” is inaccurate as it relates to the Royalston business community. Further study is required to determine its impact on this thriving business district.

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3.3.5 MITIGATION

At least three properties at the Royalston Station will be negatively impacted by the alignment and platform. These are industrial businesses that require direct, frequent and unfettered access from semi-trucks. The sites have only one access onto Royalston Avenue. Construction will severely impact their access. The long term effects of conducting business on these sites must be a priority for study during early in the Preliminary Engineering process in order to determine if acquisition is necessary. Alignment along the Royalston Avenue right-of-way – center, west side and east side – must be evaluated for effects on adjacent businesses.

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5.1 ECONOMIC CONDITIONS

The DEIS states that the Southwest Transitway will contribute to the local businesses by increasing accessibility. This is not true for the Royalston Avenue businesses. The area businesses will have decreased access and therefore the SW LRT will not contribute to competitive advantage for the businesses. Further study, during early preliminary engineering, is required to insure that the businesses on Royalston Avenue are able to remain competitive.

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5.2.2 SHORT TERM EFFECTS

At least three businesses at the Royalston Station will be negatively impacted by the location of the alignment and platform. These are industrial businesses that require direct, frequent and unfettered access from semi-trucks and the sites contain only one access onto Royalston Avenue. The long-term effects on the businesses at this site should be a prior to study early in the Preliminary Engineering process to determine if acquisition is necessary. Alignment along the Royalston Avenue right of way – center, west side and east side- should be evaluated for effects on adjacent businesses.

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If construction is to occur during the day, as the DEIS states, this will have a devastating impact on the Royalston Avenue businesses. Further study is required during Preliminary Engineering to identify means of addressing the short term effects on the existing businesses.

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The DEIS states that “short-term construction effects to the social or economic characteristics of the study are anticipated to include short and long-term economic gains to each community resulting from the implementation of any Build Alternative. This is not true for the Royalston businesses. As proposed, the construction effects will have no short or long-term economic gain to the businesses and further study is required to determine how to mitigate the short and long-term effects of construction on these businesses.

5.2.3 MITIGATION

The DEIS states that a Construction Access Plan will be developed at the start of major construction activities. The businesses along Royalston Avenue have only one point of access. Preliminary Engineering must further study how these businesses will be affected during construction and develop a detailed access plan to insure business viability. Table 5.2.3 is not sufficient to address the issues of the Royalston Avenue businesses. Further study is required and mitigation must be identified to address the concerns of the Royalston businesses.

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5.2.4 LONG-TERM EFFECTS

In Table 5.2-4, under the LPS’s Environmental Metrics, access on Royalston Avenue will be affected. At least three properties at the Royalston Station will be negatively impacted by the location of the alignment and platform. These are industrial businesses that require direct, frequent and unfettered access from semi-trucks and the sites contain only one access onto Royalston Avenue. The long-term effects to businesses on these sites should be a priority to study in early Preliminary Engineering in order to determine if acquisition is necessary. Alignment along the Royalston Avenue right-of-way, center, west side and east side – should be evaluated for affects on adjacent businesses.

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In table 5.2.4 the DEIS contemplates a future change of land use to higher density, mixed use at the Royalston Station. There is the potential for the Royalston Business community to be completely changed due to the SW LRT. Further study is required, during Preliminary Engineering to determine if acquisition is necessary to mitigate negative impacts on the existing businesses or to determine if acquisition is necessary to facilitate the move to the proposed land use.

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Table 5.2-4 states the “parking and access to businesses along this route are unlikely to be affected.” This is not true for the Royalston businesses. Both parking and access, critical to the Royalston Businesses, will be greatly affected by the SW LRT. These businesses have semi-traffic and require frequent, direct and unfettered access to their businesses. The Royalston businesses have only one access point for the businesses. Early Preliminary Engineering must identify alternative access and parking for these businesses.

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6.2.2.2 PHYSICAL MODIFICATIONS TO EXISTING ROADWAYS

The DEIS states that “conceptual designs indicated that construction of the Southwest Transitway is likely to result in minor physical modifications to existing roadways that may affect local circulation patterns.” This is not true for the Royalston businesses. The SW Transitway will have major effects to the circulation patterns around Royalston Avenue.

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On page 6-20, closing of Holden Street is identified. The closing of this intersection will have a significant impact on access to the Royalston Avenue businesses. Early Preliminary Engineering must identify alternative access for the Royalston businesses to mitigate the effect of closing Holden Avenue

At the top of page 6-35, the closing of the Royalston and 5th Avenue North intersection is identified as a necessity for Segment C-2. Since this alignment is the same as the LPA in this area and the closing of this intersection has not been mentioned under the LPA, this inconsistency needs to be addressed. The Royalston businesses have serious concerns about closing this intersection.

6.2.2.6 BUILDING/FACILITY ACCESS

Royalston Avenue properties should be included in the list of properties with affected access in the Build Alternative.

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6.3.1.3 TRUCKING

There is an error in the sentence describing industrial areas. With the assumption that the Royalston area is mistakenly being attributed to Eden Prairie, rather than Minneapolis, at least three properties at the Royalston Station will be negatively impacted by the location and alignment of the platform. These are industrial businesses that require frequent, direct and unfettered access from semi-trucks and the sites contain only one access onto Royalston Avenue. The long-term effects to doing businesses on these sites should be a priority to study early in early Preliminary Engineering to determine if acquisition is necessary. Alignment along the Royalston Avenue right-of-way – center, west side and east side- should be evaluated for effects on adjacent businesses.

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6.3.2.3 TRUCKING

At the top of page 6-58, truck access and movement issues are discussed. There is no mention of the industrial businesses on Royalston Avenue and it states that no significant impacts are anticipated. That is not true for the Royalston businesses. The industrial businesses on Royalston Avenue could have minimized access for trucks due to turning movement constraints. This must be studied further during early Preliminary Engineering.

P6

9.2.2 INDIRECT EFFECTS

The DEIS identifies that the indirect effects are desired and consistent with local plans. While consistent with existing land use plans, there is no plan for addressing the issues of the existing businesses. The impact of the SW Transitway on the existing businesses must be studied during early Preliminary Engineering to determine whether acquisition is necessary.

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9.6.21.3 ANTICIPATED CUMULATIVE IMPACTS

The DEIS anticipates job creation as a result of the SW Transitway. The Royalston businesses currently have in excess of 200 jobs. There is the potential for these jobs to be lost and a resulting decrease in jobs, as a result of the impact of the SW Transitway on the Royalston businesses.

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9.6.22.4 MITIGATION

While the indirect and cumulative impacts of the SW Transitway at the Royalston station may be anticipated, further study is required to determine if the impacts are so negative on the businesses that acquisition is required.

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9.6.2.4 MITIGATION

The DEIS states that “no mitigation for the expected indirect effects and cumulative impacts to land use is proposed for any of the Build Alternatives.” The statement that Preliminary Engineering will work to mitigate local concerns is not adequate to address the impact on the Royalston businesses. Preliminary Engineering must study the impact on the Royalston businesses to determine if acquisition is necessary and to identify potential relocation areas.

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11.1 EVALUATION RELATIVE TO PROJECT GOALS AND OBJECTIVES

The DEIS states that the “Southwest Transitway” would be developed to avoid as much disruption as possible to neighborhoods, commercial districts and historic areas in the corridor.” In addition, “another objective of the Southwest Transitway” project is to support public and private economic development . . . “This statement of goals and objectives is in direct conflict with the impact the SW Transitway will have on the Royalston business community. As proposed, the SW Transitway will totally disrupt the Royalston business community and will not support private economic development. Further study is required in Preliminary Engineering to insure the goals and objectives of the project can be achieved with minimal disruption to the existing business community.

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Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

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

The DEIS discusses: (1) the purpose and need for the project; (2) the alternatives considered; (3) the impacts of these alternatives; and (4) the agencies and persons consulted.

Comments on the DEIS will be accepted through December 11, 2012. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the DEIS will be held in November 2012. To learn more about the hearings, please visit www.southwesttransitway.org

I have been in support of the SW LRT through the Kenwood neighborhood since I first heard about the possibility in 2005. And, I'm really excited about having a station at W. 21st St. -- 2 blocks from my house. C

My main concern is safety -- especially at the street crossings. Secondly, I'm concerned about the noise -- especially after 10pm. I'm against co-location of the freight trains and light rail both traveling in the same corridor (Kenilworth). C

In general, I'm in support of public transportation for its environmental and economic benefits and look forward to riding the SW LRT in both directions -- to downtown Minneapolis, the Mall of America, the airport, Hopkins, and Eden Prairie. Our neighborhood has very limited access to public transportation -- only during rush hours, Mon-Fri. C

I'd like to help make the Kenilworth route and the 21st St. station a reality by working with my neighbors and appropriate agencies. L1

Name: Kathy Williams

Address: 2409 W. 21st St.

City/State/Zip: Minneapolis / MN / 55405-2311

Telephone: 612-377-6146 Email: Kathyroyw@gmail.com

Thank you!



SOUTHWEST
transitway

Fold here



Mr. and Mrs. Roy S. Williams
2409 W 21st St
Minneapolis, MN 55405

PM
19 DEC 2012 PM 4 L



Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

5541581843 C083



Fold here



Draft Environmental Impact Statement Comment Form

Southwest Transitway Project

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

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www.southwesttransitway.org

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- Have main parking lot by Wholefoods for Park + Ride and no parking lot at 21st St, as this would destroy the quite residential character of the area.
- Have a tunnel and not a bridge crossing the tracks on Cedar Lake ~~Pkwy~~. Again, a bridge is visually very unfitting for the area and too large.
- Regular freight trains should not be routed through Kenilworth
- Environmental impact study is very important due to close by lakes
- Trenches for noise reduction + to increase safety by discentaging crossing outside of planned redashon crossings.

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E9

Name: Stephanie Lauenstein + William Mullen

Address: 2404 Sheridan Ave S, Minneapolis, MN 55405

City/State/Zip:

Telephone: 612 377-2697 Email: stephanie.lauenstein@yahoo.com

Thank you!



SOUTHWEST
transitway

Fold here

Mullen

2404 Sheridan Ave S.
Mpls MN 55405

19 DEC 2012 PM 7 L

19 DEC 2012 PM 7 L



Hennepin County

Housing, Community Works & Transit

ATTN: Southwest Transitway

701 Fourth Avenue South, Suite 400

Minneapolis, MN 55415

55415184300



Fold here



December 17, 2012

Hennepin County
Housing, Community Works and Transit
701 Fourth Avenue South, Ste 400
Minneapolis, MN 55415

To whom it may concern:

We are responding on behalf of the fifty-seven homeowners who make up the Cedar Lake Shores Townhome Association (CLSTA) to the Draft Environmental Impact Statement (DEIS) issued for the Southwest Transitway (aka Southwest LRT) proposed to run from Eden Prairie to downtown Minneapolis, Minnesota. After an analysis of the document we have several serious concerns that we believe need to be addressed in order to preserve and protect our homes and neighborhood should this project be funded and approved. In the following paragraphs we will highlight each of those concerns with appropriate references to the DEIS and ask that you address each as part of the engineering and design process and potential building of this LRT.

INTRODUCTION

Before we proceed to specifics, let us briefly describe our locale. Our multifamily association owns the townhomes and land immediately adjacent to the west side of the existing freight rail line from the West Lake Street Bridge in Minneapolis to Cedar Lake Parkway. This freight line as well as the set of accompanying bikeways and walking trail are part of the Kenilworth Corridor which is also the preferred route (LPA) for LRT development (for reference purposes, we are part of Segment A in the DEIS). Our closest home to the tracks is approximately 23ft. away from the nearest railroad track bed and the Corridor width near us measures only 62 ft. between our property and our east side neighbor. This portion of the Corridor is characterized by multifamily townhomes, apartments and condominiums, developed Minneapolis parkland, beautiful lawns, mature deciduous and evergreen trees and bushes, wildlife aplenty as well as many species of birds and is highlighted by the walking trail and bikeways. In short, we live in a bucolic, well developed but beautiful, quiet neighborhood close to shops and lakes that is considered by many to be an ideal place to live in the Twin City area. For these reasons, the primary goal of the Southwest Transitway in this location should be the **preservation** of the existing neighborhood.

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Much is made in the DEIS of our immediate neighborhood being the current recipient of freight rail traffic. While true let us point out exactly what that means. For many years there was no freight rail traffic in this corridor at all and some of us in CLSTA were even told by Hennepin County that the renewal of freight traffic would be temporary. That of course has not happened and we have for some time averaged approximately two freight trains out and two trains in per day passing CLSTA in this Corridor. If you measure the total time it takes for all the moving trains to pass by it is less than one hour per day. This means that for twenty- three hours of each day our immediate neighborhood is accurately described in the preceding paragraph and is accurately characterized as having no freight rail traffic. It is

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that standard, twenty three of twenty four hours (96% of the time), that we assert should be the rational basis for several study components found in the DEIS. You will note that we will refer back to this reality/standard when discussing several of our concerns.

In keeping with the stated Tier Two project goals and objectives (p.2-6 of the DEIS), we enthusiastically agree that the protection of the environment and the preservation of the quality of life are critical to the success of any future transit project in this Corridor. By “doing the right thing”, a term used many times in discussion with public officials about outcomes for this potential project, the final design and build will ensure that the ensuing concerns raised by CLSTA are properly addressed and the quality of life we currently enjoy is maintained along with the development of a first class transit system.

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CONCERNS

Noise

Because of the proximity of our land and homes to the proposed LRT line we believe serious and profound negative noise effects will be created unless appropriate mitigation steps are implemented. The DEIS data specify a current Leq ambient noise level near us of 44dB (DEIS Appendix H). Given the weight of the LRT train, the frequency of its proposed schedule (a train passing every three to five minutes from seven am to ten pm, DEIS p.4-84), the required braking, the potential wheel squeal given the track curvature adjacent to us and the use of warning bells for the nearby West Lake St. station, the sound level will reach as high as 114dB (p.4-84 of the DEIS). As your measurement and our reality/standard indicate, this outcome presents what both of us categorize as a severe impact on us (DEIS Appendix H Fig. 2 Noise Impact Criteria and DEIS p.4-93, Category 2). Additionally, a separate noise analysis commissioned by the Cedar-Isles-Dean Neighborhood Association (CIDNA) also supports this severe impact assessment for our location (see ESI Engineering, Inc. study report of 12/5/12 attached to the CIDNA DEIS response).

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Visual

Once again, because of our location, we believe serious and profound negative visual effects will be created unless appropriate mitigation steps are implemented. For analytical purposes the DEIS categorizes CLSTA as a “B” Primary Viewer and generally defines “Visual Intrusion/Privacy” and “Visual Resources” (DEIS p.3-100). It then proceeds to incorrectly state that for Segment A, where we are located, “mature vegetation buffers the corridor for the length of the Segment, screening views to/from residential areas and parklands”. While this is true for some parts of this Segment it does not properly describe our land and the sporadic buffer for CLSTA viewpoints and is, therefore, an overstatement at best. Please also note that in Table 3.6-2 (DEIS p.3-108) the assumption is made that our “Visual Quality” and “Visual Sensitivity” condition is “moderate” rather than “high”. We would argue that that categorization significantly understates the visual impact for us in our portion of Segment A. Our assertion is supported by Table 3.6-3 where the DEIS analysis indicates substantial effects for residential areas in Segment A as it relates to “Guideway” and “Elevated Structures/Bridges” (DEIS p.3-110). To further support our visual concerns, the DEIS states that for residential areas in this Segment, “Visual impacts may be substantial where the alignment is not screened by vegetation”, “visual intrusion and

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privacy impacts of the project's elements on the sensitive receptors may be substantial where views from the alignment into previously private spaces are created" and "visual intrusion and privacy impacts on the outdoor living areas of residential properties could be substantial where...buffers do not exist" (DEIS p.3-115 and paragraph three on p.3-125). On a different note, we were very pleased that the DEIS correctly recognizes tunneling as a possible mitigation measure for these type of concerns (DEIS p.3-124). We will later return to this possible mitigation measure in our response.

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Vibration

The DEIS states in Chapter 9, Indirect Effects and Cumulative Impacts, that no vibration mitigation is necessary for Segment A (DEIS p.9-52). We disagree that that statement can be entirely accurate for all of Segment A. As you read further, the DEIS identifies 247 vibration sensitive land parcels for Segment A, Category 2 (essentially residential) (DEIS p.4-110). Though we could not absolutely identify whether CLSTA is included as one of those parcels, we are presuming it is primarily because of our proximity to the tracks and the proposed frequency for LRT vehicles. Since more detailed analyses will be conducted during preliminary engineering or Final EIS phases, we have to assume that those analyses will be performed closer than 100 ft. (DEIS p.4-108) and that those outcomes will support the need for mitigation in our location using appropriate vibration suppression technologies. Until that actually occurs, we have serious and profound concerns about the vibration effects on our homes and lives.

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Parking

The DEIS states that 150 parking places will be available at the West Lake St. station (DEIS p. 2-32). Given the earlier estimate of 2800 daily boardings at this location (LPA Evaluation Documents, Technical Memorandum #6, September 9, 2009), it seems quite possible that more parking spaces will be needed for those who drive to this station. We believe that Chowen Ave. and St. Louis Ave. in Minneapolis, adjacent to the west side of CLSTA will become a preferred parking destination. Without the implementation of some type of parking mitigation in our immediate neighborhood we again have serious concerns about the long term effects on the character and livability of our immediate neighborhood.

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Neighborhood Connectivity and Cohesion

The DEIS makes the following statement : "However, the operation of LRT service along Segment A is not anticipated to adversely affect community cohesion because Segment A is currently bisected by a freight rail line and adding LRT service does not alter the existing barrier" (DEIS p. 3-58). We believe that this statement is not accurate. As noted in our introduction, for 23 hours a day the reality is that there is no rail traffic in the Kenilworth Corridor. Hence, residents constantly walk across the freight rails to get to bikeways, walking trails, parks, retail shops and other neighborhood destinations and, therefore, the freight rail does not present a barrier the vast majority of the time. We sincerely hope that as it relates to community cohesion for Segment A and any subsequent LRT development, the statement that "the effects and impacts are expected and planned for" (DEIS p. 9-40) accurately reflects the current, true nature of our immediate neighborhood and not the incorrect statement noted above.

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Cedar Lake Parkway Bridge Proposal

On a very site specific issue, the DEIS suggests a bridge treatment for the junction of the Kenilworth Corridor and Cedar Lake Pkwy in Minneapolis (DEIS p. 3-115 and 116 and Appendix F, Segment A, sheet 2). This bridge could be as high as 43 ft. and as long as 1000 ft. It would start its' ascent near the north end of our townhomes, pass over Cedar Lake Pkwy and return to grade before reaching the channel connecting Cedar Lake and Lake of the Isles. We have serious and profound concerns with this approach. We strongly believe that a more creative and integrated way to construct this grade crossing and achieve grade separation as well as reduce severely negative visual, noise and vibration impacts to CLSTA and the surrounding neighborhoods, is to have the LRT and trails proceed uninterrupted below a Cedar Lake Pkwy bridge. This latter type of approach provides considerably better outcomes for LRT, CLSTA and trail users. We will discuss this and related issues in our outcomes and suggestions section that follows.

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Co-Location Alternative

For obvious reasons, CLSTA is adamantly opposed to this alternative. As stated in the DEIS all of our townhomes would have to be removed to implement this option (DEIS p.3-58). Furthermore, the DEIS quite clearly states that this alternative "does not meet the project's purpose and need and is not a practicable alternative due to environmental impacts" (DEIS p.11-13). CLSTA has already forwarded to Hennepin County and the Met Council staff a resolution passed by our Board in June of this year clearly stating our opposition to this alternative. It reads as follows: "We strongly believe that co-location would in a dramatic fashion negatively change the natural environment of the affected neighborhoods, create much larger and more expensive safety, sound, visual and other potential problems that would require mitigation action, and, in general severely detract from any transportation and community development plan being considered for the southwest corridor of Hennepin County. For these reasons we strongly oppose the co-location of freight rail and LRT within the Kenilworth corridor". Enough said.

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OUTCOMES

We recognize that to achieve broader transportation goals for our metropolitan area the addition of new LRT or other transportation options has the potential to provide long term benefit to the metropolitan area. The trick of course is to build a transit system that meets all of its goals, not just a few, so as to provide appropriate development along with appropriate preservation. If both development and preservation goals are met then we and everyone else concerned with this project will justifiably be quite satisfied and proud of the process and outcomes.

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For those of us who live here, the description of CLSTA and our immediate neighborhood as provided in the introduction accurately reflects the current, everyday reality for this portion of Segment A. As we feel fortunate and appreciative to live here, we feel strongly that this current reality needs to be preserved and therefore, this is the outcome we seek. If the appropriate mitigation and design is implemented for noise, visual, and vibration abatement in our neighborhood, and if the appropriate

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design is implemented for the Cedar Lake Pkwy junction most of this outcome can readily be achieved. Parking and neighborhood connectivity and cohesion can also be addressed through other related project initiatives and/or by partnering with other government entities. Let us assure you that CLSTA and other neighborhood groups are more than willing to assist in any way possible to help attain this outcome.

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SUGGESTIONS

While we realize it is not our role to identify the specific method for addressing concerns (that seems more properly placed in the hands of designers and engineers), one potential approach kept coming up in our neighborhood discussions and seemed more legitimately worthwhile than others for addressing them. Let us briefly speak to that approach.

When we considered the following realities: (1) the proximity of our homes to the potential track bed, (2) the narrowness of the corridor at our location (both noted in the Introduction) and, (3) the nature of our concerns particularly related to noise, visual and vibration, it seemed that "tunneling" of some type was the best choice of the four mitigation strategies suggested in the "Build Alternatives" section of the DEIS (DEIS pp. 3-123 and 124). We are not convinced that there is adequate room in the corridor between West Lake ST. and the channel connecting Cedar Lake and Lake of the Isles to use landscaping or evergreen vegetation mitigation to address our concerns. Sound and visual barriers (a form of fencing) along with trenching mitigation might be an option though we are not familiar enough with that option to estimate its viability at our location. The DEIS drawings of a cut and cover tunnel (DEIS p.2-47, Figure 2.3-13) appears to be the best alternative to address all of our concerns and achieve the desired outcome for CLSTA as well as our immediate neighborhood. We ask that you give this suggestion your most serious consideration.

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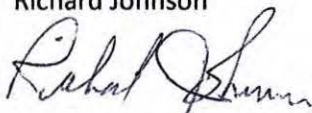
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CLOSING

We want to thank you for the opportunity to both read and respond to the DEIS early enough in this process that our concerns can be heard, seriously considered and hopefully addressed. If we can be of any assistance whatsoever in the development of this project please feel free to contact us at the addresses listed below.

Sincerely,

Richard Johnson



President, CLSTA

3341 St. Louis Ave.

Minneapolis, MN 55416

Dickatcls@aol.com

John Erickson



Vice President, CLSTA

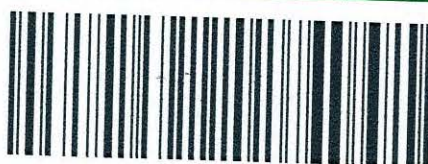
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HENNEPIN COUNTY
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55415184300

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Michael Hayman
<MHayman@minnehahacreek.org>

12/21/2012 11:26 AM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>

cc

bcc

Subject Southwest Transitway Draft Environmental Impact Statement
Comment

Find attached the Minnehaha Creek Watershed District's comments regarding the Southwest Transitway Draft Environmental Impact Statement. The comment letter will also be delivered via U.S. Postal Service standard mail.

Please do not hesitate to contact me with any questions.

**See Comment #502 for
Theme Delineations**

Michael Hayman
MCWD Planner

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December 6, 2012

Hennepin County
Housing, Community Works & Transit
701 Fourth Avenue South, Ste 400
Minneapolis, MN 55415

RE: Southwest Transitway Draft Environmental Impact Statement

Dear Hennepin County,

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway. The Project consists of construction and operation of a 15-mile light rail transit (LRT) line in the Minneapolis/St. Paul region, connecting downtown Minneapolis to the cities of St. Louis Park, Hopkins, Edina, Minnetonka, and Eden Prairie.

Each alternative alignment contains segments within the MCWD. Nearly the entire length of Segment 4 and Segment Freight Rail Realignment (FRR) are within the boundaries of the MCWD as well as portions of Segment A and Segment C-1. This involves five to six station areas, depending on the alternative, and numerous miles of rail.

The Minnehaha Creek Watershed District (MCWD) has regulatory authority over projects that have the potential to impact water resources. The MCWD regulates for Erosion Control, Floodplain Alteration, Wetland Protection, Dredging, Shoreline Stabilization, Waterbody Crossings and Stormwater Management. The MCWD is also the Local Government Unit for the MN Wetland Conservation Act that regulates wetland impact. As such, the MCWD recommends early and ongoing coordination between the Project Office and MCWD to determine specific regulatory requirements for this project.

In addition to its regulatory capacity, the MCWD has a capital improvement program and grant programs to implement projects that manage water quality, quantity and overall ecosystem integrity. Currently, the MCWD is engaged in the planning and implementation of a number of projects in partnership with public and private entities to improve the riparian corridor of Minnehaha Creek between Highway 169 and Meadowbrook Golf Course in Hopkins and St. Louis Park.

These projects have the potential to be impacted, positively or negatively, by the Southwest Transitway. Therefore, the MCWD encourages Hennepin County and the Project Office to engage the District early and often to integrate the planning and implementation efforts of each party, thereby maximizing the identification of holistic solutions to transit, economic development, community livability and environmental improvement.

The Minnehaha Creek Watershed District is committed to a leadership role in protecting, improving and managing the surface waters and affiliated groundwater resources within the District, including their relationships to the ecosystems of which they are an integral part. We achieve our mission through regulation, capital projects, education, cooperative endeavors, and other programs based on sound science, innovative thinking, an informed and engaged constituency, and the cost effective use of public funds.

The Minnehaha Creek Watershed District is currently in various stages of planning and implementation of the following projects in coordination with project partners:

- Cottageville Park Expansion
 - Includes regional stormwater management for Blake Rd. drainage
- Redevelopment of 325 Blake Road
 - Could include regional stormwater management for approximately 235 acres of St. Louis Park, Hopkins and Edina
 - Could include regional stormwater management for approximately 100 acres west of Blake Road, including the Blake Road station area
 - Includes community greenway along Minnehaha Creek, connecting 325 Blake Road with downstream stretches of Minnehaha Creek, the existing SW LRT trail, Methodist Hospital, and both the Blake Road and Louisiana Avenue stations
 - Includes redevelopment of 11 to 13 acres of creekside property adjacent to the Blake Road Station
- Realignment of Reach 20 on Minnehaha Creek
 - Could include regional stormwater management for approximately 25 acres including the Louisiana Station area
 - Includes regional stormwater management of approximately 75 acres of drainage from Excelsior Blvd., Interlachen Park and Meadowbrook Manor
 - Includes trail and boardwalk along the Minnehaha Creek corridor connecting Methodist Hospital – Louisiana Avenue – Meadowbrook Manor – Oxford Street – Meadowbrook Road – SW LRT

Given proposed redevelopment of 325 Blake Road and its proximity to the proposed LRT, the District is interested in collaborative and integrated planning to further explore the interaction of the site with LRT, potential greenway linkages between the site and the LRT trail, future traffic patterns along Blake Road, and location and function of the Blake Road Station.

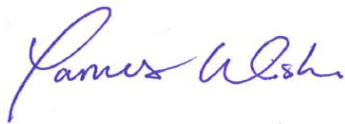
Similarly, the District would welcome close coordination with Hennepin County and the Project Office on the potential reconstruction of the LRT crossing over Minnehaha Creek. Hydraulic capacity, wildlife and human passage through this area are of particular interest to the MCWD.

Finally, the District would encourage Hennepin County and the Project Office to engage in coordinated planning of all station areas within the MCWD to identify collaborative opportunities to manage stormwater runoff in a comprehensive manner. Minnehaha Creek and downstream receiving Lake Hiawatha are listed on the State's 303 (d) list of impaired waters. Based on the Minnesota Pollution Control Agency's draft Total Maximum Daily Load for these waterbodies, the area encompassing the Louisiana and Blake Stations are a large contributing source of pollution, creating opportunity for large scale management and pollution reduction.

Further, if planned and implemented in an integrated manner with LRT and Transitional Station Area Planning, stormwater management projects could be implemented that treat large areas of urban land, potentially offsetting future regulatory requirements for this project and future redevelopment; generating large future cost savings to local municipalities, Hennepin County, Metropolitan Council and the taxpayers at large.

As an active member of the Southwest LRT Community Works Steering and Technical Implementation Committees, the MCWD is committed to working in close coordination with the public and private partners throughout the Project development. The District looks forward to collaboratively exploring the opportunities for water resource and ecological improvement generated by this project and hopes that it can serve as a model for future partnerships in transit projects.

Sincerely,

A handwritten signature in blue ink, appearing to read "James Wisker". The signature is fluid and cursive, with the first name "James" being more prominent than the last name "Wisker".

James Wisker
Director of Planning, Projects and Land Conservation



Rhea Sullivan
<rhea.sullivan@gmail.com>

12/21/2012 11:34 AM

To swcorridor@co.hennepin.mn.us

cc Kathleen Cobb <kathycobb70@gmail.com>, David Rhees
<Rhees@thebakken.org>, Meg Forney <megf@visi.com>

bcc

Subject West Calhoun Neighborhood Council's Comments on the
DEIS

Dear Project Director,

Attached you will find a cover letter and comments on the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway from the West Calhoun Neighborhood Council.

Thank you,

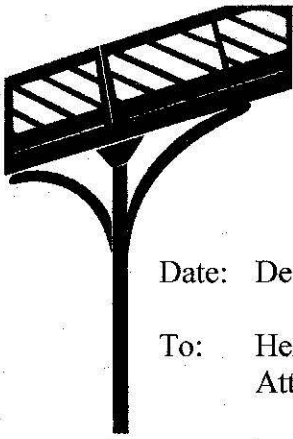
Rhea Sullivan

Rhea Sullivan, Coordinator

West Calhoun Neighborhood Council

rhea.sullivan@gmail.com

[612-386-6974](tel:612-386-6974)



West Calhoun Neighborhood Council
3208 West Lake Street, Box # 1
Minneapolis, MN 55416
Voice Mail: 612-928-3511

Date: December 21, 2012

To: Hennepin County Housing, Community Works & Transit
Attention: Southwest Transitway Project Director

From: West Calhoun Neighborhood Council

The West Calhoun Neighborhood Council (WCNC) appreciates the opportunity to comment on the Southwest Transitway Draft Environmental Impact Statement. As the organization that represents residents in the vicinity of the West Lake Station, we have raised some concerns in the attached comments that we anticipate being addressed as Preliminary Engineering goes forth.

In general, WCNC sees the Southwest Transitway and the West Lake Station as an opportunity to create a welcoming gateway to Minneapolis and the Chain of Lakes. However, this unique location currently faces some particular issues that in fact may be solved through creative design of the West Lake Station and surrounding access points. A few of these are listed below.

1. *Connections to the Lake Calhoun.* As part of the Historic Grand Rounds, the parkway and Lake Calhoun draw thousands of recreational visitors each year, particularly during the summer months. It is imperative that bicycle and pedestrian connections from the area of the West Lake Station remain unimpeded. It is important that the station area design consider paths, lighting, and signage that will enhance those connections.
2. *Parking/traffic.* The West Lake St./Excelsior Blvd. Corridor is already congested, at times approaching gridlock. Traffic flow to/from the West Lake Station will require exceptionally creative planning to avoid exacerbating an ongoing problem. The Southwest Transitway construction could mitigate current traffic issues and enhance traffic flow by looking at alternatives to the current street confluence.
3. *Neighborhood accessibility.* Pedestrians, bicycles, and autos alike move through the business, housing, and recreation nodes in West Calhoun via several streets and trails. We are concerned that access to these properties be unimpeded during and after construction of the Southwest Transitway at West Lake. And again, the opportunity to enhance the safety and ease with which people and vehicles flow through the area presents itself in this project.

WCNC also wants to make clear its support for the DEIS preferred plan of relocating freight lines to St. Louis Park. Co-location of freight train tracks and light rail is untenable. Much of the route through the city and into St. Louis Park already includes a

S3
S4
E7
I2

P4
E10
I2

E7, E9
P5
I2
R2

D
A

recreational bike and pedestrian path adjacent to the tracks in a narrow corridor. Retaining freight train traffic would create safety and congestion issues for those using the trail and attempting to reach light rail platforms.

A

We also support alternatives to the bridge over Cedar Lake Parkway, such as tunneling or trenching, to maintain a safe and aesthetically pleasing environment. An at-grade LRT crossing is totally unacceptable in that location for safety, traffic, and air pollution reasons. The proposed bridge is out of scale with the surrounding area and would cause greater disruption to the existing natural environment; thus, it is important to look at further alternatives.

S3

S4

G2

E8

WCNC looks forward to participating as a stakeholder during further planning and implementation stages of the Southwest Transitway.

Sincerely,



David Rhees

President

On behalf of the West Calhoun Neighborhood Council

Comments from the West Calhoun Neighborhood Council on the Southwest Transitway Draft Environmental Impact Statement

Chapter 3: Social Effects

Page 3-16

3.1.2.4 Segment A [LRT 1A, LRT 3A (LPA), and LRT 3A-1 (co-location alternative)]

In addition to the specified zoning districts for individual parcels or areas, Minneapolis has adopted several overlay zoning districts in which Segment A would be located. Northwest of Lake Calhoun and between Cedar Lake and Lake of the Isles the city has established the Shoreland Overlay District that specifies development guidelines within a half-mile radius around each of these lakes. Although the ordinance does not prohibit transportation uses or facilities, it does specify guidelines for controlling both point source and non-point source pollutant discharge within the Shoreland Overlay District.

Comment: *Excelsior Blvd/West Lake Street/Dean Parkway/West Calhoun Parkway is the highest traveled highway corridor in Hennepin County with counts of 39,500 cars. Run-off would potentially increase in this vicinity. Further in-depth environmental analysis is required for projected future use of this confluence within the half-mile radius of the West Lake Station.*

E9

N6

Page 3-17

3.1.2.5

In addition to the general zoning districts established adjacent to Segment C-1, zoning overlay districts have been established for specified regions. East of the West Lake Station, an alignment following Segment C-1 would cross through a Pedestrian Overlay District (PO) established by the City of Minneapolis for the Uptown region.

Comment: *A Pedestrian Overlay District is required to connect station users to the west side of Lake Calhoun to promote street level activity by creating a pleasant and unique pedestrian environment. This is an essential section of the Historic Grand Rounds National Scenic Byway (www.minneapolisarks.org/grandrounds/home.htm--see Grand Rounds map), which is eligible for listing on the National Register of Historic Places.*

S4

Outcome: *The Grand Rounds National Scenic Byway fully retains its integrity and intention and maintains one of the basic design characteristics of the Grand Rounds: a continuous recreational driving experience.*

E7

S4

Page 3-20

3.1.3 Land Use Plans

Table 3.1-2 Summary of Local and Regional Comprehensive Plans and Studies

Plans and Studies	Available at Project Website	Date adopted	Summary
METROPOLITAN COUNCIL			
Metropolitan Council 2030 Regional Development Framework	http://www.metrocouncil.org/planning/framework/documents.htm	2004 2006 2012	Addresses regional growth in transportation, housing, and employment. Identifies Southwest Transitway as LPA.

Comment: WCNC supports Southwest Transitway plans to work in harmony with the Regional Development Framework and other local planning documents. For example, see excerpt below from Appendix H-1 (pg. 7), which cites Land Use Plans, The Metropolitan Council Plans and Studies, 2030 Regional Development Framework (RDF) adopted in 2004:

Appendix H-1, Page 7

The RDF addresses four primary policies:

1. Working with local communities to accommodate growth in a flexible, connected, and efficient manner;
2. Planning and investing in multi-modal transportation choices, based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.
3. Encouraging expanded choices in housing location and types, and improved access to jobs and opportunities; and
4. Working with local and regional partners to reclaim, conserve, protect, and enhance the region's vital natural resources.

Page 3-33

3.1.5.1 Effects to Land Use and Socioeconomics

Accessibility is an important consideration when making development decisions for various types of land use, including residential, office and retail commercial, health and community services, and recreation facilities. Improved accessibility will help the study area become more attractive to business and residential development opportunities, especially when linking major employment centers with rapid transit.

Comment: Due to existing parking saturation in the West Lake Station area, we expect that parking will be mitigated in order to accommodate the addition of projected transit riders who will drive to the station in order to board the LRT. Present zoning codes do not address the required parking needed for mass transit use. Reliance on already established adjacent private businesses' parking should not be used to offset user needs.

People on foot must have ready and safe circulation in and around Calhoun Village, Calhoun Commons, Market Plaza, and the West Lake Station.

E1

M1

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P10

I2

3.1.7 Mitigation

Short-term construction effects can be mitigated by using standard construction best management practices (BMPs) such as the use of construction staging, dust and erosion control, proper mufflers on equipment, restricted construction times, optimum traffic re-routing measures, minimization of lane, sidewalk, or trail closures during construction, and maintenance and timely removal of temporary traffic control devices. Although specific plans for maintaining access and construction BMPs are not yet established, it is expected that a BMP construction plan will be developed prior to construction. This plan will specify construction staging and treatments to minimize impacts. The BMPs could include working with residents and merchants to provide alternative access to their neighborhoods, properties, and businesses, providing advance notice of construction plans and phasing, maintaining access to bus stops and school routes, and alerting the public to road, sidewalk, and trail closures and detour routes.

[...] Businesses and residences may experience difficulties with accessibility at certain times of day during the construction of the project, and minor detours for through traffic might be required. In general, these effects will not change the land use of the area during construction, but may affect the number of people using area businesses directly affected by access or construction traffic issues.

Comment: Due to the particularly challenging proposed location of the West Lake Station, mitigation during construction to the business area and adjacent residential properties is required.

E10
M1 I2

3.2.2.1 Neighborhoods

Minneapolis

Each Build Alternative would operate through several geographically defined neighborhoods in the City of Minneapolis.

Comment: While the proposed LRT 3A (LPA) route would travel through the defined boundaries of nine Minneapolis neighborhoods, it will have the greatest impact on Kenwood, CIDNA, and West Calhoun due to the geography and existing land use of the area. The Kenilworth Trail and Cedar Lake Park – vital local and regional amenities – are both part of the Kenwood neighborhood, with the Kenilworth Trail continuing through CIDNA and West Calhoun.

E1

Outcome: West Lake Station users and all other users have safe and convenient access to and from Lake Calhoun and the Southwest LRT Trail, the Midtown Greenway and the Kenilworth Regional Trail.

Outcome: Way-finding is provided between the West Lake Station and Lake Calhoun and the trails.

E7, E9

Outcome: Safe and adequate bike parking is provided for recreational and commuter users of the trail and for Lake Calhoun visitors. This location within the Minneapolis Chain of Lakes Regional Park is the closest major park land to the proposed West Lake Station. It is a primary visitor portal to the Grand Rounds National Scenic Byway.

I2

The Calhoun Executive Center parking lot next to Lake Calhoun sits on land that is partially owned by the Minneapolis Park and Recreation Board as part of the Minneapolis Chain of Lakes Regional Park. On weekends and weekday evenings, visitors use this area for parking and to access the regional park and the Grand Rounds National Scenic Byway.

S4

Issue: Park and trail access behind Whole Foods

E7, E2

Millions of annual park visits to this area originate by foot, bicycle, motorized vehicle, and in the future the LRT.

P9

Traffic patterns altered by the addition of a West Lake Station will have a direct impact on the park visitor experience and all modes of traffic on Lake Calhoun Parkway and Dean Parkway. West Calhoun Neighborhood Council is concerned that the introduction of the high-volume West Lake Station increases the complexity of this area and is committed to ensuring that all visitors have a positive, easy, and safe experience accessing and using the park lands and trails in this area.

I2

P4

R2

Below are the critical outcomes that the West Calhoun Neighborhood Council has adopted and must be addressed in the FEIS and Preliminary Engineering.

Statement: Multimodal traffic patterns in a roughly 1/2-mile radius of the West Lake Station must be studied in partnership with the street/trail property owners (Hennepin County, City of Minneapolis, MPRB). Deliverables of the study should include traffic volume and flow projections, and recommendations for

I2

P9

E9

1) long-term street/trail network modifications and

2) short-term network modifications to be implemented with station development.

Outcome: LRT and West Lake Station area design decisions for this area are based on design recommendations from a comprehensive and multimodal (bicycle, pedestrian, transit, vehicle) circulation analysis that addresses impacts to the Grand Rounds National Scenic Byway parkways and trails.

I2

Outcome: The design of this area makes clear that it is a “gateway” to the Minneapolis park system.

Outcome: A safe, free-flowing pedestrian and bicycle route with exceptional wayfinding exists between the LRT station area and Lake Calhoun and adjacent park land.

E7, E2

Outcome: There is no loss of vehicle parking for park and trail users.

Outcome: Greenspace at the northwest corner of Lake Calhoun is preserved for park visitors and recreational purposes.

N1

Page 3-52

West Calhoun: The West Calhoun neighborhood sits between Minneapolis’ border with St. Louis Park and Lake Calhoun. The neighborhood is principally residential, although the commercial region of West Lake Street has developed into a thriving shopping area. The Grand Rounds Scenic Byway, encircling Lake Calhoun, is a heavily used parkway road system that includes the off-street trails of a portion of the Minneapolis Chain of Lakes Regional Park. In addition to Lake Calhoun and the interim

use trails and park space, the neighborhood is also home to the Bakken Museum and the Minikahda Club golf course.

Comment: The Calhoun Commons business area is newly developed. There is concern about the curb cut onto Market Plaza, which slows traffic flow. Increased traffic at the West Lake Station could exacerbate the situation. A traffic study in this area is required.

E10
P4

In building Calhoun Commons, the street was vacated and is now private parking. In-depth study of access routes to the station is required, including the feasibility of reopening the vacated street.

I2

The Fire Station at Market Plaza will be impacted by its proximity to the West Lake Station. We request a Fire Department analysis of accessibility at Market Plaza.

R3
E10
P4

The West Lake Station will serve as the gateway to the City of Minneapolis and the Grand Rounds National Scenic Byway and the Chain of Lakes. User counts on the Chain of Lakes are the second highest in the state of Minnesota; the count is 1.3 million at Lake Calhoun. Further in-depth analysis of traffic flow and linkages to and from these two assets and the station is required. Safety and connections should be enhanced. Most recent data shows the daily traffic count on Lake Street to be 39,500 cars.

E7, E2
P4

Outcome: The Grand Rounds National Scenic Byway (eligible for the National Register of Historic Places) fully retains its integrity and intention.

S4

Outcome: Motorized and nonmotorized vehicles and pedestrians experience continuous and safe flow.

Page 3-58

3.2.2.6 Neighborhoods and Community Cohesion

Segment A [LRT1A and LRT 3A (LPA)] and Freight Rail Relocation

However, the operation of LRT service along Segment A is not anticipated to adversely affect community cohesion because Segment A is currently bisected by a freight rail line and adding LRT service does not alter the existing barrier. [...] The operation of LRT service along Segment A is not anticipated to adversely affect community cohesion.

Comment: The infrequency and slow speeds of the current freight trains means tracks are easily crossed, as evidenced by the many informal pathways across the tracks that provide access from residences to parks, trails, and retail stores. LRT, on the other hand, would run every 7.5 minutes in each direction at high speeds. This change clearly alters the existing linkages within and among neighborhoods. Also, the Kenilworth Trail now functions as a community connector where neighbors meet in a recreational context. So while WCNC agrees that new transit services and linkages would become available to neighborhood residents, we disagree that there would be no impact on community cohesion. We urge Southwest Transitway designers to consider a full range of measures, in consultation with the community, to mitigate this impact.

E1, E4
M4

At the West Lake Station, there is high-density residential housing adjacent to the proposed line. Casual walking connections need attention to safety measurements for pedestrians on either side of the tracks and enhanced connections to new or existing service, activity centers, or social amenities (parks and open spaces) in the study area. Barriers should not impede safe pedestrian circulation.

R2
M1

Page 3-64

3.2.2.8 Community Facilities and Resources: Places of Worship, Schools, and Public Housing

Summary of Potential Impacts to Community Facilities by Build Alternative

The study area contains several community facilities and neighborhood amenities that provide public services (see Summary Table of Potential Impacts). These facilities include law enforcement, fire stations, public health, education, recreation, libraries, post offices, community facilities, and religious institutions. Implementation of any of the Build Alternatives considered would improve access to community facilities and resources, places of worship, schools, and public housing in the study area.

Comment: More information about the access to the Fire Station at Market Plaza is needed. Further in-depth analysis is required to evaluate the impact of West Lake Station on the response time to emergencies. In addition, the effects of increased traffic on Excelsior Blvd. at the Fire Station ambulance entrance needs to be assessed.

R3 P4
E10 I2

Page 3-66

3.2.5 Summary

Table 3.2-2. Summary of Neighborhood, Community Services, and Community Cohesion Impacts by Build Alternative

Environmental Metric	Build Alternative				
	LRT 1A	LRT 3A (LPA)	LRT 3A-1 (Co-location)	LRT 3C-1 (Nicollet Mall)	LRT 3C-2 (11th/12th Street)
Connections or movement between land uses maintained	Yes	Yes	Yes	Yes	Yes
Neighborhood character maintained	Yes: Segment 4 follows HCRRRA ROW. No: Segment 1 High intensity, high density station areas and park-and-ride lots in residential areas of Segment 1 could change character.	Yes: Segment 3 is mostly commercial and industrial. Yes: Segment 4 follows HCRRRA ROW. No: Segment A May have aesthetic and traffic impacts in historic areas.	Yes: Segment 3 is mostly commercial and industrial. Yes: Segment 4 follows HCRRRA ROW. No: Segment A May have aesthetic and traffic impacts in historic areas.	Yes: Segment 3 is mostly commercial and industrial. Yes: Segment 4 follows HCRRRA ROW. Yes: Segment C: High density land uses are compatible along this segment.	Yes: Segment 3 is mostly commercial and industrial. Yes: Segment 4 follows HCRRRA ROW. Yes: Segment C: High density land uses are compatible along this segment.

Comment: Mitigation for the aesthetic and traffic impacts in the historic area is needed.

In Table 3.2.2, we disagree with the conclusions of both environmental metrics as they affect Segment A. The table asserts that connections or movement between land uses will be maintained. The table also indicates that neighborhood character will be maintained, with the exception of some aesthetic and traffic impacts to historic areas. It strains belief that such unremarkable outcomes are possible when two tracks of LRT will travel through this corridor at, roughly, 7.5-minute intervals, permanently severing communities on either side of the corridor. This is not the case today, as the freight trains are few and infrequent.

E1
M1 N2

Not only will the neighborhood character be impacted by sheer number and frequency of trains, but Segment A should also be given extremely high consideration for mitigation of noise. The section of LRT between West Lake Station and 21st Street Station has 87.5% of the total properties severely impacted by noise on the entire LRT line.

O1

These are but two of the potentially destructive impacts to this residential area. WCNC suggests that tunneling is the only means of mitigation in Segment A.

E0

Page 3-79

3.4.5.3 Build Alternatives

Segment 4 [LRT 1A, LRT 3A (LPA), LRT 3A-1 (Co-location), LRT 3C-1(Nicollet Mall), and LRT 3C-2 (11th/12th Street)]

Other potential effects to historic properties in Segment 4 relate to station area development in the Hopkins, Wooddale, and West Lake Station areas, access issues, and potential vibration issues.

[...]

Segment A [LRT 1A, LRT 3A (LPA), and LRT 3A-1 (Co-location)]

Architectural properties in Segment A which are listed in or eligible for the National Register include seven individual properties and five historic districts. The segment also includes three individual architectural properties and one historic district which are under evaluation for eligibility. [...]

Potential long-term effects may occur at the following properties:

- Cedar Lake Parkway, Grand Rounds (potential effects of the changes to the intersection of the LRT corridor with the historic parkway, including the LRT overpass bridge, and, under the co-location alternative, the effects of widening the trail/rail corridor; these changes may affect the parkway itself and may alter its setting)

- Kenilworth Lagoon/ Channel, Grand Rounds (potential effects of the construction of new bridge structures within the historic district; the design and footprint of these structures may affect the banks of the historic channel and may affect the district's overall feeling and setting)

Other potential effects to historic properties in Segment A relate to station area development in the West Lake, 21st Street, Penn, and Van White Station areas, traffic issues and potential noise and vibration issues.

Comment: *We urge Southwest Transitway designers and engineers to adopt the highest design standards to protect our local, regional, and national cultural assets including, but not limited to, Cedar Lake Parkway and the Historic Grand Rounds National Scenic Byway. We expect that these critical urban resources will be honored and preserved for future generations and must be addressed in the FEIS and Preliminary Engineering.*

E2, E7

S4

3.4.7 Mitigation

Methods for avoidance, minimization, or mitigation of impacts to historic and archaeological property would be developed and coordinated under the Section 106 consultation process as the project advances, and included in the Section 106 Agreement. The agreement for the selected alternative will be developed in consultation with the SHPO and other consulting and interested parties. As described in Section 3.4.4.3, potential mitigation measures may include:

- Consultation on the design of the project, when historic properties are located nearby;
- Educational efforts and incentives aimed at the rehabilitation of historic properties in areas that may experience project-related redevelopment
- Development of a plan to address potential vibration or noise effects on historic properties
- Public education and interpretation about historic properties in the project area, often as a part of the project itself

Comment: *The West Calhoun Neighborhood Council requires mitigation of impacts to the Historic Grand Rounds National Scenic Byway. This must be addressed in the FEIS and Preliminary Engineering*

S4

Page 3-85

3.5 Parklands and Recreation Areas

It is important to note that at this stage of the project, estimates of direct park impacts are based on conceptual engineering drawings. Therefore, sufficient engineering detail is not available to fully eliminate all potential impacts. It is anticipated that during Preliminary Engineering, reasonable and prudent efforts will be made to adjust engineering designs in order to avoid or minimize direct impacts.

Comment: *The West Calhoun Neighborhood Council requires being a stakeholder in Preliminary Engineering to estimate direct park impacts.*

L1

Page 3-85

3.5.3 Existing Conditions

Public parks, conservation areas, and recreation areas are owned and maintained by the municipalities in which they are located. In the City of Minneapolis, these properties are owned and maintained by the independent Minneapolis Park and Recreation Board.

and

Pages 3-91 and 3-92

Section of Table 3.5-1. Public Parks, Recreation Areas, and Conservation areas within the Study Area by Segment

Park Name	Jurisdiction or Ownership	Segment	Park Resources
Lake of the Isles segment of the Minneapolis Chain of Lakes Regional Park	Minneapolis Park and Recreation Board	A and C	Lake with 2.86 miles of shoreline, bike path, display fountain, fishing dock, hockey rink, ice rink, , soccer field, walking path, wells, off-leash recreation area
Kenwood Parkway	Minneapolis Park and Recreation Board	A	Parkway, open space
Bryn Mawr Park	Minneapolis Park and Recreation Board	A	50.84-acre park; 2 baseball fields, biking path, 2 broomball rinks, cricket field, ice rink, 10-table picnic area, restroom facilities, soccer field, 11 softball fields, sports facility, tennis court, tot lot/playground, wading pool, and walking path
Dean Parkway segment of the Minneapolis Chain of Lakes Regional Park	Minneapolis Park and Recreation Board	C	Parkway with 17.5 acres of parkland, 0.6 mile of bicycle and walking paths
Lake Calhoun Parkway segment of the Minneapolis Chain of Lakes Regional Park	Minneapolis Park and Recreation Board	C	Parkway; scenic drive that circles Lake Calhoun; beach, boat dock, eatery/concessions, fishing dock, picnic area, restroom facilities, soccer field, walking path
Lake Calhoun segment of the Minneapolis Chain of Lakes Regional Park	Minneapolis Park and Recreation Board	C	3.2-mile bike/skate path, 3.1-mile walking path, three supervised beaches, archery, boat dock, eatery/concessions, fishing dock, parkway, picnic area, restroom facilities, soccer field, softball field, volleyball court, wells

Comment: Note these are all a part of the Historic Grand Rounds National Scenic Byway. These elements of the Historic Grand Rounds need to be taken into consideration when designing the Southwest Transitway and related adverse impacts. West Calhoun Neighborhood Council supports the Minneapolis Park and Recreation Board's request for a transportation analysis/recommendations for the area's circulation system, including all jurisdictional levels (city, park board, county), to preserve the integrity of the Grand Rounds National Scenic Byway.

S4

E2, E7

Pages 3-94 and 3-95

Segment A [LRT 1A and, LRT 3A (LPA)]

Temporary direct impacts

The conceptual engineering completed for the project identifies approximately 0.016 acre of potential temporary impact to land from Park Siding for grading associated with future trail reconstruction. However, this is not directly associated with the project, as HCRRA would not conduct the grading unless requested to do so by the Minneapolis Park and Recreation Board (MPRB) to allow the reconstruction of the interim use trail. Completion of the trail would be conducted by MPRB or others. Should MPRB choose not to accept HCRRA's offer of grading for trail reconstruction, there would be no impact to Park Siding.

Comment: *The West Calhoun Neighborhood Council expects bicycling and pedestrian trails to remain open during construction to the largest degree possible.*

E7, E1

P9

Page 3-104

3.6.2.4 Segment A [LRT 1A, LRT 3A (LPA), and LRT 3A-1 (co-location alternative)]

Segment A is located on existing rail ROW owned by HCRRA that is currently used as a pedestrian and bike trail and parallels existing freight lines (Photo 3.6-4). The corridor travels through the Cedar-Isles-Dean and Kenwood neighborhoods, the Minnesota Chain of Lakes Regional Park, and travels between a pair of lakes (Cedar Lake and Lake of the Isles) in Minneapolis. Land uses adjacent to the segment between West Lake Street and I-394 include transportation uses for freight, parkland, and single- and multi-family residential land uses.

Comment: *Please note the heavy use of bicycle and pedestrian trails along the Kenilworth Corridor. According to information provided to the Minneapolis Park and Recreation Board's Community Advisory Committee, the Kenilworth Trail received 617,000 visits in 2009 and use has only grown since then. The Regional Park Visitor Survey 2008 indicates that 63% of these visits were non-local, meaning that more than six out of 10 users came from outside Minneapolis.*

E2, E7

P8

Page 3-115

3.6.3.3 Build Alternatives

Segment 4 [LRT 3A-1 (Co-location alternative)]

[...] Visual impacts on sensitive receptors located in the multi-family residential development areas on both sides of the corridor as it approaches the West Lake Station would generally not be substantial because of mature vegetation buffers and the presence of an existing freight rail corridor where the LRT, freight rail, and trail would be co-located.

Seven at-grade center-track platforms are proposed for each station in the segment, but no sensitive receptors (in addition to the trail users aforementioned) are located adjacent to the station sites; therefore no visual impacts are anticipated except at West Lake Station, where sensitive receptors in a multi-family residential tower would have views from upper floors to the station. However visual impacts would not be substantial because the proposed station would fit the current urban context.

Comment: In paragraph two above, visual impacts to residents in West Lake Station multi-family residential towers are noted but considered as not substantial because this is a built urban environment and the proposed station would fit the current urban context. Respondents disagree on this point; there is no current equivalent to the visual impact of two tracks of light rail passing through this area every 7.5 minutes. Significant engineering and landscape design is required to mitigate the sizable visual impacts on all immediately adjacent residential units.

E4, E1
N2

Page 3-115

Segment A [LRT 1A and LRT 3A (LPA)]

The project elements in Segment A corridor would be located on HCRRA property. Although the segment is located in an existing transportation corridor (Kenilworth Regional Trail), the project would introduce new visual elements—the fixed guideway, including track, catenary poles, and wires—into the area. Catenary poles and wires could have substantial visual impacts on trail users who would share the corridor with the fixed guideway.

Visual impacts on sensitive receptors located at single-family and multi-family parcels throughout the corridor would generally not be substantial because of mature vegetation buffers and the presence of an existing freight rail corridor. Visual impacts may be substantial where the alignment is not screened by vegetation. Visual intrusion and privacy impacts of the project elements on the sensitive receptors may be substantial where views from the alignment into previously private spaces are created. Visual intrusion and privacy impacts on the outdoor living areas of residential properties could be substantial where vegetation or landscape buffers do not exist.

Comment: WCNC agrees that there will be substantial visual effects on trail users and residences not screened by well-designed landscape and hardscape elements, including land berms and evergreens, as well as seasonal leaf-off periods. We agree that privacy impacts to indoor and outdoor living areas of residential properties will also be significant without excellent landscape design. We urge project engineers to employ the highest standards of creativity and design as they attempt to preserve the quality of this vital urban green space.

E4
N2

Page 115, cont. (Cedar Lake Parkway)

The proposed alignment is on a bridge over Cedar Lake Parkway. Visual impacts on sensitive receptors adjacent to the corridor in the multi-family residential parcel and Cedar Lake Parkway could be substantial. Visual intrusion and privacy impacts of the project elements on the residents in units with windows facing the alignment where it is bridged structure could be substantial.

Comment: WCNC agrees that a bridge over Cedar Lake Parkway clearly would have substantial visual impacts on residences from Lake Street to the Kenilworth Channel. (See Appendix I.) It would also have substantial impacts on users of the Historic Grand Rounds National Scenic Byway (drivers, bicyclists, pedestrians), as well as Cedar Lake

E8, E4
N1
N2

Park and beach users, a fact not mentioned in the present study. Such a bridge is also likely to violate the Shoreland Overlay District zoning requirements, which state:

E8, E4

M1

“Except for structures subject to a more restrictive maximum height limitation in the primary zoning district, the maximum height of all structures within the SH Overlay District, except for single and two-family dwellings, shall be two and one-half (2.5) stories or thirty-five (35) feet, whichever is less.”

Source: Minneapolis, Minnesota, Code of Ordinances; Title 20 – Zoning code; Chapter 551. – Overlay Districts; Article VI. – SH Shoreland Overlay District

We do not see any evidence in the present study that the feasibility of trenching, tunneling, or depressing the LRT below Cedar Lake Parkway was examined. We strongly request that a thoughtful and serious study of these options be undertaken, since a bridge would have such grave quality of life impacts on area residents and users, and an at-grade crossing is likely to have significant traffic and safety impacts. West Calhoun Neighborhood Council supports tunneling or trenching at Cedar Lake Parkway.

E0, E8

Page 3-123

3.6.5.3 Build Alternatives

The need for additional landscaping to mitigate potential visual intrusion/privacy impacts following clearing and grubbing activities during construction will be addressed in the Final EIS. Station design and aesthetics will be addressed during Preliminary Engineering and Final Design. Mitigation treatments for visual impacts would be developed during the Final Design process through discussion with affected communities, resource agencies, and stakeholders. Measures would be taken to ensure the design and construction of the Build Alternative considers the context of the corridor and that sensitive receptors receive adequate mitigation. Possible mitigation measures could include:

- Landscaping vegetation such as shrubs and bushes to supplement existing vegetation buffers
- Evergreen vegetation screening to supplement deciduous vegetation buffers in leaf-off conditions
- Fencing
- Tunneling

E4, E10

Comment: *Appreciating the present study’s approach that mitigation treatments would be developed through discussion with affected communities, WCNC joins the joint neighborhood task force in requesting the definition of “measures [that] would be taken to ensure that the design and construction of the Build Alternative considers the context of the corridor and that sensitive receptors receive adequate mitigation.” We assume that consideration of placement and screening/mitigation of Traction Power Substations would also be done in cooperation with affected communities and stakeholders.*

N2

H3

Page 3-125

3.6.6 Summary

LRT 3A (LPA) would have the second highest effects on visual quality in the project area because of substantial impacts on sensitive receptors located on trails, which are present in three (4, A, and

FRR) of the alignment's segments. Further, LRT 3A (LPA) would have possibly substantial effects on the visual quality of one of its three segments, which includes sensitive receptors in residential land uses adjacent to the segment (A) where the alignment is on a bridge.

Comment: *We agree that LRT 3A will have huge visual quality impacts to the Segments 4, A, and FRR area. In particular, the visual impacts of the proposed aerial bridge at Cedar Lake Parkway will impact not only residents but also all users of the Historic Grand Rounds National Scenic Byway.*

N2

E4, E8

Page 3-128

3.7.1.1 Light Rail Transit

Safety and security aspects of the Southwest Transitway would be developed in accordance with the Metropolitan Council's policies and procedures. At this time, specific safety and security policies and procedures have not been developed for the Southwest Transitway; policies, procedures, and any mitigation measures required for safety and security will be specified at an appropriate level of detail in the Final EIS.

Comment: *The adjacent neighborhoods will be stakeholders in the development of Southwest Transitway Safety and Security Policies. Of particular concern is the report of studies that show an increase in crime rates when mass transit is adjacent to liquor stores, as it will be at the West Lake Station.*

R3

Page 3-129

3.7.2 Existing Conditions

Public safety and security within the study area is provided by the police departments, fire departments and emergency response units of the cities of Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and Minneapolis. Emergency medical services are located in each city.

Comment: *Please note that the Minneapolis Park Police also provide service within Minneapolis. The joint neighborhood task force requests that the MPRB Police be consulted on security issues related to the impact of the proposed West Lake Station.*

E10
E9 R3

Page 3-129, cont.

Primary safety concerns associated with the freight rail relocation segment of the proposed project, as expressed by the community, are derailments, chemical spills, the accessibility and safety of pedestrians (particularly near schools), and vehicular and traffic safety at grade crossings. These issues are addressed in the discussion below.

Comment: *Please note that residents of the co-location corridor option have no less concern about issues such as derailments, chemical spills, pedestrian and bicyclist safety, and traffic safety.*

E9 R2

Chapter 4 Environmental Effects

General comment: Presently, the LPA corridor from the West Lake Station to I 394 is a high quality residential area with many parklands that are low noise, vibration and light, and with abundant native plants including ongoing community restoration efforts such as 40+ acres of native prairie within or adjacent to the proposed rails and station. There is abundant wildlife and dark night skies. More detailed analysis of multiple variables is necessary to determine mitigation options to preserve, even enhance, the status quo.

E4 N1
N8
O1

General comment: There is no examination and discussion in this DEIS about the impact of LRT light on the corridor between the West Lake Station and the Intermodal Station. There is nothing about train light, corridor light, quantitative measurements, impacts on presently dark areas of neighborhoods and parklands. There is nothing about light scatter, color, distortion, or pollution. There is nothing about the effects of new constant and intermittent light sources on animals and people. More in-depth analysis is required to determine mitigation.

E4 N1
N2
N8

Page 4-75

4.6.4 Long Term Effects

The traffic analysis completed for this Draft EIS indicates that several intersections are anticipated to degrade to LOS D, E, or F as a result of at-grade crossings... LRT stations, specifically those with park and ride, will cause localized increases in traffic along adjacent roadways.

Comments: Studies have not been conducted about future traffic patterns on the already saturated streets surrounding the proposed West Lake Station. Presence of small businesses in the area as well as visitors who have a destination of Lake Calhoun Parkway and other park and trail facilities contribute to current traffic congestion and overload within the half-mile radius of the proposed West Lake Station. Please refer to the Capstone Project (online at <http://pwpg.org/lake-st-excelsior-blvd/>) that discusses traffic and trail usage in Minneapolis. Currently, automobile traffic is frequently gridlocked in the area surrounding the proposed West Lake Station. It is expected that the West Lake Station will attract additional automobile use in this area.

E10 P4
I2

No degree of degradation of the air quality should occur in this already saturated area as a result of the West Lake Station. We require additional study of the current traffic flow and projected traffic flow increase related to LRT use.

N9

Page 4-76 through Page 4-77

4.7.1 Methodology

Airborne noise effects associated with the proposed Southwest Transitway Project were evaluated using the FTA's Detailed Noise Assessment methods (FTA 2006). The methodology included identifying noise-sensitive land uses, measuring existing outdoor noise levels in the project area,

using the existing noise levels to identify noise impact thresholds, calculating project-related outdoor noise levels, and determining if project-related noise levels exceed FTA noise impact thresholds. FTA noise impact thresholds vary depending on land use and existing noise exposure. Two types of noise impacts are included in the FTA criteria. The type of impact affects whether noise mitigation is implemented.

- Severe Impact. A significant percentage of people are highly annoyed by noise in this range. Noise mitigation would normally be specified for severe impact areas unless it is not feasible or reasonable (unless there is no practical method of mitigating the impact).
- Moderate Impact. In this range, other project-specific factors are considered to determine the magnitude of the impact and the need for mitigation. Other factors include the predicted increase over existing noise levels, the types and number of noise-sensitive land uses affected, existing outdoor-indoor sound insulation, and the cost-effectiveness of mitigating noise to more acceptable levels. Refer to Appendix H for details on the noise impact criteria.

Comment: Noise at high frequency and high decibel levels like wheel squeal and low frequency like train movement sway and rumble are not included in Table 1 (pg. 4-78). Noise monitoring locations listed in the table on pg. 4-82 do not include study of noise levels at elevations higher than the ground. Residents in high-rise condos near the proposed LRT report that noise at the ground level is amplified at higher levels. Sound travels in buildings and the frequency is changed and becomes more audible. Noise monitoring locations should include higher elevations so that appropriate mitigation can be implemented.

E4 O1

Noise monitoring at locations 30 and 31 (see pg. 4-82, Figure 4.7-1) is inadequate due to the complexity of our neighborhoods, especially at the narrowest point of the corridor.

Page 4-118

4.8.6 Mitigation

Detailed vibration analyses will be conducted during the Final EIS in coordination with Preliminary Engineering. The Detailed Vibration Assessment may include performing vibration propagation measurements. These detailed assessments during the Final EIS/preliminary engineering phase have more potential to reduce project related effects than assessments of mitigation options at the conceptual engineering phase of the project. Potential mitigation measures may include maintenance, planning and design of special trackwork, vehicle specifications, and special track support systems such as resilient fasteners, ballast mats, resiliently supported ties, and floating slabs.

Comment: As design of mitigation of vibration impacts occurs, the range of frequencies must be taken into consideration. Segment A will experience high frequency vibrations, for example when brakes are applied, to low frequency as the trains rumble along the tracks' curves.

E4 O4

Neighborhood associations should be included in the alternative design of this mitigation. Alternatives may include tunneling or trenching in areas with severe impact from noise and vibration.

L1
E0, E4

Chapter 5 Economic Effects

Page 5-15

Table 5.2-2. Short-Term Station Area Effects

Environmental Metric: Traffic

LRT 3A (LPA) Low--During construction temporary closures or rerouting of traffic from at-grade intersections will be required. The area is well served by a mature integrated network of roadways so traffic diversions should have minimal affect upon the transportation system.

Comment: *Accessibility and disruption of traffic around the West Lake Station will occur during and after construction. In the planning and budgeting process, funds for mitigation need to be made available. Limited accessibility and heavy traffic loads, often approaching gridlock, already exist in this area, as several sources report.*

E10
P5

- *According to Hennepin County in 2011, the Lake Street/Excelsior Boulevard corridor was the busiest county state road in Hennepin County, with 39,500 cars daily.*
- *The Minneapolis Park and Recreation Board has reported that the Minneapolis Chain of Lakes, including Lake Calhoun (within a half-mile radius of the West Lake Station) is the second most-visited location in Minnesota (behind the Mall of America).*
- *Capstone studies by students from the Civil Engineering Department at the University of Minnesota have assembled existing data and background information from the city, county and state, and have conducted extensive traffic counts and other observations, including using digital video: "Traffic Assessment and Recommendations for Lake Street and Excelsior Boulevard Intersection and Adjacent Intersections." See this and other student Capstone studies relating to the Lake St. and Excelsior Blvd. intersection online at www.pwpg.org/lake-st-excelsior-blvd/.*
- *A November 2012 parking study commissioned by the West Calhoun Neighborhood Council and conducted by Spack Consulting found that parking was near to or over capacity in some locations near the proposed West Lake Station. The study was conducted outside the busy lake and park recreation season on cool cloudy days. When the estimated 2,800 daily Southwest Transitway riders are added to the mix, parking spaces will be at a premium. (For the full report, go to www.westcalhoun.org.)*

Page 5-19

5.2.4 Long-Term Station Area Effects

Environmental Metric: Displacement Parking/Access Regulations

LRT 3A (LPA) Low--Parking and access to businesses along this route are unlikely to be affected. Business parking is provided off site and is not anticipated to be affected by the LRT project. Permanent access restrictions for businesses are not anticipated. 20 on-street and 11 off-street parking spaces will be eliminated.

Comment: Business parking is already at saturation point around the West Lake Station. See November 2012 parking study at www.westcalhoun.org and the University of Minnesota Capstone Studies at pwp.org/lake-st-excelsior-blvd/.

I2

It is essential to maintain the viability of businesses in the two shopping centers (Calhoun Village and Calhoun Commons on Lake St. and Excelsior Blvd., respectively) adjacent to the West Lake Station. The irregular configuration of streets adjacent to these commercial centers already presents some parking and accessibility problems; with the addition of the Lake Street Station those problems will be exacerbated.

P10

In addition, residential parking is limited, especially with the addition of 187-unit Dwell apartments at 3129 Ewing, built by Bigos Development Corp., which also manages the adjacent 151-unit Calhoun Greenway Apartments. Only 322 parking stalls will accommodate this increase in residences. The complex is near the West Lake Station and will increase parking congestion.

The goal of WCNC is that in conjunction with the creation of the West Lake Station, parking issues in this area will be addressed to the satisfaction of the neighborhood.

Outcome: A public parking analysis is required.

E10

P10

Pages 5-19 and 5-20

Environmental Metric: Developmental Potential (station development potential and transportation) LRT 3A (LPA) High--Segments 3, 4, and A all have high potential for development around station locations. The areas, with the exception of 21st Street in Minneapolis, are identified as areas for transit-oriented development consistent with the implementation of LRT.

For Segments 3, 4 and A, the expansion of the transportation system and service to areas designated for growth and redevelopment will equate to a positive economic effect in terms of development around station locations.

Comment: The land use around the West Lake Station includes several commercial properties, including Calhoun Village and Calhoun Commons. There are few undeveloped parcels around this station and no plans to upgrade the current commercial parcels. Traffic flows are currently at saturation and private parking is fully utilized near this station, contrary to the statements made in Section 5.2.5.2 about parking and access to businesses. Two proposals to add residential apartment buildings on land zoned as residential, namely, the Bigos proposals for the vacant Weisman property on Lake St. and for vacant property behind Calhoun Commons. Hence, the prospects for economic development near the West Lake Station are minimal. In 2009 the city of Minneapolis retained R-1 zoning for properties near the station. Limited public parking will restrict even more the area's growth potential, and the lack of public parking could even deteriorate the present economic richness.

P10

E1, E10

5.2.5.2 Mitigation for Parking and Access

Parking

Build Alternatives LRT 1A, LRT 3A (LPA), and LRT 3A-1 (co-location alternative) are all anticipated to have a relatively modest impact on parking with the removal of 20 on-street parking spaces on Royalston Avenue. Mitigation of this effect may include working with staff from the City of Minneapolis to identify needs and opportunities for providing alternative parking solutions. However, based on adjacent land uses and long-term city plans for this area, the need for alternative parking solutions is believed to be low.

Access

Build Alternatives LRT 1A and LRT 3A (LPA) are not anticipated to have any long-term effects on business access; therefore, no mitigation is required.

***Comment:** While parking at Royalston Ave. is cited, there are also serious parking and access issues around the West Lake Station. With 2,800 riders predicted to enter this area daily, further study of how to mitigate these issues is requested. See below for further evidence of congestion issues that already exist.*

E10

I2

- *According to Hennepin County in 2011, the Lake Street/Excelsior Boulevard corridor was the busiest county state road in Hennepin County, with 39,500 cars daily.*
- *The Minneapolis Park and Recreation Board has reported that the Minneapolis Chain of Lakes, including Lake Calhoun (within a half-mile radius of the West Lake station) is the second most-visited location in Minnesota (behind the Mall of America).*
- *A study by students from the Civil Engineering Department at the University of Minnesota have assembled existing data and background information from the city, county and state, and have conducted extensive traffic counts and other observations, including using digital video: “Traffic Assessment and Recommendations for Lake Street and Excelsior Boulevard Intersection and Adjacent Intersections.” See this and other student Capstone studies relating to the Lake St. and Excelsior Blvd. intersection online at www.pwpg.org/lake-st-excelsior-blvd/.*
- *A November 2012 parking study commissioned by the West Calhoun Neighborhood Council and conducted by Spack Consulting found that parking was near to or over capacity in some locations near the proposed West Lake station. The study was conducted outside the busy lake and park recreation season on cool cloudy days. When the estimated 2,800 daily Southwest Transitway riders are added to the mix, parking spaces will be at a premium. (For the full report, go to www.westcalhoun.org.)*

P4

Chapter 6 Transportation Effects

Comment: *We have grave concerns that Transportation Effects were inadequately analyzed, especially around the West Lake and 21st Street Stations. Our concerns are outlined below:*

1. General Traffic Flow

The most important contextual factor regarding transportation in the West Calhoun and CIDNA neighborhoods is the over-saturated W. Lake St./Excelsior Boulevard vehicle corridor. This thoroughfare is the primary east-west route through our neighborhoods.

The W. Lake St./Excelsior Boulevard vehicle thoroughfare currently carries 39,500 vehicles per day, a number confirmed by Hennepin County at the October 9, 2012, MPRB charette on park improvements between Lake of the Isles and Lake Calhoun. This makes this corridor the most heavily traveled in Hennepin County. Capstone studies conducted by University of Minnesota Civil Engineering students in 2010 and 2011 (go to pwp.org/lake-st-excelsior-blvd/) show that this corridor is already over-congested, requiring 2.75 minutes to traverse the section of Excelsior Boulevard between Market Plaza and W. Calhoun/Dean Parkway, giving it an "F" rating for traffic flow at evening rush hour. The studies did not include the effect of existing traffic lights at the Excelsior Boulevard/W. 32d St. intersection (the Minikahda Club intersection) and at the main Calhoun Commons entrance on Excelsior.

E10

P4

Hennepin County stated at the MPRB charette meeting that there are no plans or funds allocated to improve traffic flows on this corridor in the next five years, during which the Southwest Transitway is scheduled for construction. The W. Lake St./Excelsior corridor will remain uniquely vulnerable to any and all impediments to traffic flow, including the impact of Southwest Transitway construction near the corridor.

P5

Southwest Transitway construction will surely impede traffic through the corridor. How this will be mitigated is not specifically addressed in the DEIS. We fully understand that Southwest Transitway is designed to alleviate the saturation problem that is due to heavy drive-through traffic, but this can happen only over the long run. The West Calhoun Neighborhood Council is concerned with how the disruptions of transitway construction will be mitigated in the meantime. It is important to mitigate these potential problems with careful planning and involvement of neighborhood residents. In particular, we seek assurance that construction is not disruptive to the point of true gridlock. Further, any

P5

E10

P5

additional major construction abutting the corridor may have to be put on hold for better traffic flow and neighborhood livability.

NOTE: Both a fire station and an ambulance station are located on Market Plaza close to the convergence of Lake St. and Excelsior Blvd. These critical emergency services are hindered on occasion by the traffic congestion that exists on Lake and Excelsior. The West Calhoun Neighborhood Council requires that clear steps for mitigation be outlined.

E9 P4
R3

The West Calhoun Neighborhood Council encourages creative planning rather than reliance on “standard practices,” as referenced in the DEIS, for mitigating construction effects on parking and traffic flow (i.e. diverting traffic, mitigating parking problems, etc.). This approach is not satisfactory given the unique features of the critical W. Lake St./Excelsior corridor. It is particularly vulnerable to further impediments that would be caused by construction. There is no mention of staging out construction to assure reasonable traffic flow and adequate parking in the neighborhood for its residents. The W. 32nd/Chowen/Abbott area is especially vulnerable to disruption by heavy construction traffic. Further, hundreds more people will soon be living in this area when the six-story 185-unit Dwell is completed in 2013.

E10 P5

2. Traffic Flow on Excelsior Boulevard

The DEIS does not comment on the effect of an additional stoplight at the proposed traffic entrance to the West Lake Station and the impact of park-and-ride or kiss-and-ride vehicle traffic from Linden Hills, Edina, and Uptown on the southern entrance to the West Lake Station. Nor does it comment on how the additional boardings/disembarkations at the West Lake Station will affect traffic flow on Excelsior Boulevard. The additional traffic on Excelsior Boulevard will take an over-congested artery and transform it into a parking lot, having a negative impact on business users at Calhoun Commons and Calhoun Village, commuters who continue to use Excelsior Boulevard, park users crossing Excelsior Boulevard, and neighborhood residents.

E10 P4
I2

3. Traffic Flow on W. Lake Street

The DEIS does not comment on how traffic will access the West Lake Station from the W. Lake St. bridge. By law, additional turn-out lanes on both the east- and west-bound lanes are prohibited because of reduced visibility for exiting from and merging onto Lake St.; hence, access to the West Lake Station for kiss-and-ride or park-and-ride LRT customers from the north side of Lake St. or from those coming east on Lake St. will be prohibitively restricted to using the south entrance to the station on Excelsior Boulevard, further exacerbating traffic congestion on that artery. There is no room to provide for exits and entrances to W. Lake St. without the taking of condominium property on the

E10
P4
I2

westerly approach to the bridge or commercial property (Calhoun Village) on the easterly approach to the bridge.

4. Traffic in Residential Neighborhoods

In addition to the busy arteries around the West Lake Station, residential streets in West Calhoun will be impacted by traffic. If 2,800 people per day are expected to board at the West Lake Station, there will be significant traffic impacts that need to be mitigated.

E10

P4

5. Parking

The full range of parking options (and combinations thereof) need to be evaluated and openly discussed, including (but not limited to) paid district parking with validation, meters on nearby streets, residential permit parking on surrounding neighborhood streets, as well as additional structured parking (at some reasonable distance from the station platform, preferably with some ground-level commercial space).

P10

E10

Given the complexity of the West Lake area, to maximize the positive influences that a new transit station can produce, it is critical that the Preliminary Engineering work (managed by the Southwest Project office) and the Transitional Station Area Action Planning (TSAAP) work (managed by Hennepin County) include well-devised and executed stakeholder involvement and public outreach. This will entail a far greater level of effort than that contemplated in the TSAAP consultant's contract. It is essential that the staff and elected/appointed officials of the various governmental entities collaborate constructively with each other in a manner that is transparent to the public.

L1

It is apparent that traffic circulation is limited due to the geographically constricted area and that it is critical to establish way-finding.

Chapter 7 Section 4(F) Evaluation

Comment: Missing from this chapter of the DEIS:

- *The Historic Grand Rounds National Scenic Byway is a nationally designated urban scenic byway.
It appears detailed information for this area where the LRT corridor is proposed to be located has not received appropriate documentation.*
- *Concerns for placing the transit corridor in or adjacent to a nationally designated urban scenic byway might include:*
 - *Would the area lose its designation?*
 - *Would it cause an economic loss due to the impact of transit corridor?*
 - *Could mitigating measures justify the location of the transit corridor in this area/corridor of the Ground Rounds and the outcome be justifiably and acceptably appropriate?*
 - *Is there an opportunity to strengthen the connection between the West Lake Station and the Historic Grand Rounds National Scenic Byway?*

E2, E7 S4

Chapter 8 Financial Analysis

Capital cost estimates for the Build Alternatives are in 2012 dollars, as shown in Table 8.1-1. These cost estimates will be refined during Preliminary Engineering (PE). The Enhanced Bus Alternative is intended to be a lower cost transportation solution that addresses the mobility issues defined in the project's Purpose and Need statement. This alternative includes two new express bus routes and minor modifications to existing express bus service including an increase in service frequencies.

COMMENT: Table 8.1-1 Capital cost estimates do not include the cost of a park and ride lot at the Lake Street station; however, Appendix F, Conceptual Engineering Drawings, calls for a park and ride. Budgeting and planning processes need to reconcile the differences, given the existing parking congestion in the area.

I2 T0

Appendix H, Part 2

Southwest Transitway – Potential Effects on Historic Properties Segment 4– Shady Oak Station to West Lake Station

COMMENT: This table notes potential effects on two historic properties and the

E2, E7

S4

Historic Grand Rounds National Scenic Byway at Lake Calhoun in the Lake Street station area. It is important to take into account especially the impact on and ease of access to Lake Calhoun Parkway for recreational use and to consider all impacts on environmental quality.



Jennifer Hicks
<jih1269@me.com>
12/21/2012 11:34 AM

To swcorridor@co.hennepin.mn.us
cc Jennifer Hicks <jih1269@me.com>
bcc
Subject Kenilworth Neighborhood Concerns

Hello,

As a recent home owner along the Southwest Corridor that is being considered for the new light rail route, I have some concerns regarding how the project will impact the community.

My house is a Platinum LEED certified home (the third in MN) and one of my greatest pleasures is the ability to have my windows and skylights open from May through October for the fresh air and "climate control" it provides my home without me having to use the artificial services of an air conditioner. The health benefits of the fresh air, the economic benefits of "free temperature control" and the environmental benefits of not using energy or artificial coolant are all significant advantages of my home, which I chose to build in the quiet and serene, yet populated, area of Minneapolis.

All of these benefits would be *significantly* reduced - if not completely eliminated - by poor noise and route planning on the part of the SW Transit Authority. This would essentially reduce the functionality as an environmentally responsible and forward-thinking property. LEED certification is an effort to improve the community, environment, and lifestyle of the owners - having approximately 250 high-speed trains within 30' of my home essentially ruins all my good efforts.

E4
D

The "flyover bridge" will also conspicuously alter the feel and livability of the community, creating for major changes in the traffic patterns, lifestyles and community activities that take place along that area. The beach at Cedar Lake is a vital component to the community, allowing for families to play, children to learn and grow, and people to gather. Creating a higher-speed thoroughfare alongside the parks and beach will remove those options from the lives of the residents, lessening the reasons people would chose the neighborhood. Residential areas create themselves in the look, feel and attitude appropriate to the region and the lifestyles of the residents. Imposing such an eyesore as well as incompatible functioning interchange will hurt the community, have a negative impact on people's lives as well as property values, and severely harm the beauty of the Kenwood area.

E8
D

Due to the frequency and rapid speed of the trains, I am greatly concerned for the noise in what is considered one of the most peaceful and family-friendly neighborhoods in the Twin Cities. Many families that live along the corridor have play spaces in their backyards that would be compromised by the loss of safety and the increase of noise - parents would be unable to hear children play, children would not hear parents calling for them, and everyone would have to live with windows shut and doors closed in order to live without the noise and increased dust and debris in their homes.

E4
D

While the residents of the area have been largely ignored in the interest of what the Transit Authority is pushing upon up, I do sincerely hope our concerns will be considered while the project is being developed in a part of the city where it is completely inappropriate, unnecessary and undesired.

L1
D

Thank you for your consideration. I do hope these comments will be read and discussed. Many

people have lives and families that have grown up and settled in the Kenwood, Dean, CIDNA and associated neighborhoods for reasons, and this light rail will remove that option for future families.

Sincerely,
Jennifer I Hicks
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Space Revival, llc
restoring organization to your home



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bcc

Subject Southwest Transitway DEIS Comment

Attached please find a comment letter on the Southwest Transitway DEIS submitted by Jim Campbell on behalf of the Southwest Corridor Investment Partnership. Please do not hesitate to contact me with any questions.

Sincerely,

Louis N. Smith

smith

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December 21, 2012

Mr. Peter McLaughlin, Chair
Hennepin County Regional Rail Authority
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Ms. Susan Haigh, Chair
Metropolitan Council
390 Robert St. N.
St. Paul, MN 55101

Re: Southwest Light Rail Transit Project – Draft Environmental Impact Statement

Dear Commissioner McLaughlin and Chair Haigh:

I am writing on behalf of the Southwest Corridor Investment Partnership to express support for the Southwest Light Rail Transit Project. Our Partnership, which first convened in October 2012, seeks to mobilize and align long term investments in the Southwest Corridor to leverage the success of the LRT Project and promote economic prosperity for Corridor residents, employees, and the Twin Cities region. Our members include United Health Group, Xcel Energy, Park Nicollet, Target, Japs-Olson, Cargill, and SuperValu.

A

The business community strongly supports this project because it serves over 210,000 jobs and believes that it is a good and necessary investment in 21st Century transit to promote our competitive position as a state and region. Our Partnership is committed to working together so that our respective long term investments in capital facilities and job growth will create synergies with the public investment in transit.

A

We recognize that the HCRRA and Metropolitan Council are currently collecting public comments on the Draft Environmental Impact Statement to assess the potential impacts of the project and also possible ways to mitigate those impacts. We trust that the DEIS and public comments will help to assure that this is the best possible project for the region and local communities.

Our message is simply that as you and your colleagues consider the DEIS and comments, we hope that you and the Federal Transit Authority will also keep in mind the critical importance of this Project for the future economic vitality of our region. Southwest LRT will be a great investment.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Campbell". The signature is fluid and cursive, with a long horizontal stroke at the end.

James R. Campbell, Chair



"Corbett, Michael J (DOT)"
<Michael.J.Corbett@state.mn.us>

12/21/2012 11:49 AM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>,
"Katie.Walker@co.hennepin.mn.us"
cc "Bly, Lynne (DOT)" <lynne.bly@state.mn.us>, "Christianson,
Dave (DOT)" <dave.christianson@state.mn.us>, "Clarkowski,
Lynn (DOT)" <lynn.clarkowski@state.mn.us>, "Coddington,
bcc

Subject RE: DEIS12-003 Southwest Transitway

Hello,

Attached is MnDOT's comment letter on the Southwest Transitway DEIS.

Michael Corbett, PE
MnDOT Metro Division – Planning
1500 W County Road B-2
Roseville, MN 55113
651-234-7793
Michael.J.Corbett@state.mn.us

**See Comment #474 for
Theme Delineations**



Minnesota Department of Transportation

Metropolitan District

Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

December 20, 2012

Ms. Katie Walker, Project Manager
Hennepin County
Housing, Community Works and Transit
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

SUBJECT: Southwest Transitway Draft EIS
MnDOT Review # DEIS12-003
Hennepin County

Dear Ms. Walker:

Thank you for the opportunity to review the Southwest Transitway Draft Environmental Impact Statement (DEIS). We recognize that the Southwest Light Rail Transit (SWLRT) is a planned backbone element of the Twin Cities regional transitway system and that it will help to increase citizens' access to major regional destinations. Below you will find technical comments regarding material included in the Draft EIS and anticipated future review steps.

Please note that MnDOT's review of this DEIS does not constitute approval of a regional traffic analysis and is not a specific approval for access or new roadway improvements. As plans are refined, MnDOT would like the opportunity to meet with Hennepin County to review the updated information. MnDOT's staff has reviewed the document and offers the following comments:

Freight Rail

MnDOT has been a partner agency in the development of the SWLRT project, and has been involved principally due to its responsibility in several areas. These include State trunk highway infrastructure, bridges, intersections, and contiguous rights of way, railroad grade crossing safety, and support of freight rail system service and continuity, in accordance with the Statewide Multimodal Transportation Plan, the State Rail Plan, and the State Freight Plan.

MnDOT has actively monitored freight relocation issues and initiatives, and was tasked as the Responsible Governing Unit (RGU) in ruling on the validity of the draft St. Louis Park Freight Rail Relocation Environmental Assessment Worksheet (EAW) that was commissioned by Hennepin County in support of the freight rail relocation option.

In reviewing the Draft Environmental Impact Statement (DEIS), MnDOT notes that the Federal Transit Agency (FTA) has directed the Metropolitan Council, through its conditional approval to enter into Preliminary Engineering, to continue the factual determination of the most effective and beneficial routing of freight traffic that is impacted by this project. Consistent with previously stated positions, MnDOT considers the two options, co-location and re-location, to both be potentially workable for freight rail, and should undergo appropriate study to quantify costs and operating aspects as planned by the Project Team during initial phases of the Preliminary Engineering. MnDOT feels that this will adequately satisfy the intent of the FTA condition regarding freight rail routing, serve to positively answer the concerns of the opposing viewpoints in this matter, and reach agreement with the operating freight railroads on the necessary goal of retaining effective connections to the rail freight system.

Noise

It appears that the noise analysis followed the FTA noise analysis and mitigation protocols, thus MnDOT did not perform a detailed analysis on the results. It has been MnDOT's understanding, based on conversations with the Minnesota Pollution Control Agency (MPCA), that LRT is not exempted from addressing the Minnesota State Noise standards nor are they exempted from addressing the Minnesota State Noise Rules (7030 series). If not exempted by the MPCA, State Noise Standards and rules should be addressed.

If you have any questions regarding MnDOT's noise policy please contact Peter Wasko in our Design section (651-234-7681 or Peter.Wasko@state.mn.us).

Water Resources

It appears that drainage permits will be required where the corridor crosses and parallels state roads within MnDOT's right of way. MnDOT expects these determinations will be made when the final design plan is submitted.

Additional information may be required once a drainage permit is submitted and after a detailed review. MnDOT will not allow an increase in discharge to MnDOT right-of-way. Please direct any questions regarding these issues to Hailu Shekur (651-234-7521 or hailu.shekur@state.mn.us) of MnDOT's Water Resources Engineering section.

Design

It is anticipated that all trunk highway impacts will be reviewed and approved through the layout approval process and proposed alterations will use the policy and criteria presented in the MnDOT Road Design Manual. Additional information on MnDOT's Geometric

Design and Layout Development process can be found at:
<http://www.dot.state.mn.us/design/geometric/index.html>

For questions concerning this subject, please contact Nancy Jacobson, (651-234-7647 or nancy.jacobson@state.mn.us) in the Metro Design Section.

Planning

Page 6-47 currently states: "A traffic management plan would be developed and agreed upon by appropriate levels of administration including MnDOT, Hennepin County, and all municipalities along the construction alignment. The plan would include ways to maintain traffic flow, existing transit services, and pedestrian access along each disrupted roadway."

MnDOT suggests adding bicycle access to the sentence as well since there may be instances where construction will disrupt existing on-street bikeways or trails.

The FEIS should describe the provision of short and long-term bicycle storage and parking near transit stations. Bicycle storage provides an important connection as part of an integrated transportation system and can promote the use of public transportation. The FEIS should investigate the number of bicycle parking spaces needed and the total space required for these facilities at stations and bus stops along the corridor.

Several of the maps contain a roadway labeling error. Minnesota Trunk Highway 7 does not extend east of Highway 100. East of Highway 100, the roadway should be labeled as County Road 25.

Because of the ease of boarding and alighting associated with light rail transit, the SWLRT may be an attractive option for a variety of users including people with mobility challenges. Some may use Metro Mobility to arrive at an LRT station. Consider mobility drop off zones at points where passengers may arrive by mobility bus. A mobility zone assures that should there be any problems with loading or unloading, other mainline buses would not be caught in a queue waiting for the problem to resolve.

Traffic

Both Priority and preemption are mentioned in different places in the document. The type of operation that is chosen will greatly impact the operation of the traffic signals. MnDOT prefers that all the at-grade signals be operated with priority. Please clarify the proposed operation plan.

MnDOT and HCRRA have been and will continue to work on finalizing an agreement that addresses the HCRRA Transportation Corridor which crosses TH100.

Page 6-18: Include: TH212 at Shady Oak Road Interchange Project

Page 6-38: The access to/from Lake Street on TH 7 will be closed (part of the TH7/Louisiana Ave Interchange Project, City of St. Louis Park led Project)

Page 6-61: If the freight rail relocation option is chosen, the timing and duration of TH7 closures will need more discussion as it relates to the construction and impacts of the proposed MN&S bridge over TH 7.

The intersection of Prairie Center Drive and Valley View Road is shown as an at grade intersection. This intersection operates at a Level of Service (LOS) E under the existing conditions. The 2030 LRT build scenarios show that this intersection is proposed to operate at a LOS F. This degradation in service represents an unacceptable level of delay. In addition, operations at three other intersections nearby (Prairie Center Drive and Viking Drive, Valley View Road and Bryant Lake Drive, Valley View Road and Flying Cloud Drive) are expected to have their LOS degraded to LOS E or LOS F in the 2030 build scenario. These LOS conditions have the potential to negatively impact the access ramps to and from TH212 and could potentially affect operations on the TH212 mainline. Please identify the options that have been investigated at the Prairie Center Drive and Valley View Road intersection. Also, identify the tools that have been implemented to better understand the operations of this intersection. MnDOT looks forward to working with the design team to investigate strategies to mitigate these impacts.

The maps showing the sites being considered for the Operations and Maintenance Facility (OMF) are too general, making it difficult for MnDOT and other agencies to get a sense of the types of impacts these facilities may have on roadway operations. In particular, the Eden Prairie 2 (Wallace Road) site could have significant impacts to the Eastbound TH 212/Wallace Road off-ramp if the tracks were to cross this roadway at-grade.

The document references several figures. One set of figures is labeled as alignments and location codes. This figure outlines the proposed route and also identifies all the proposed intersections. This figure describes the intersection crossing as AG (at grade) or GS (grade separated). If these designations change as the project moves forward, MnDOT would like the opportunity to review and comment on these proposed changes.

Please direct any questions regarding these comments to Ryan Coddington (651-234-7841 or ryan.coddington@state.mn.us).

Right-of-Way/Permits

Any use of or work within or affecting MnDOT right-of-way requires a permit. Per the Cooperation Agreement between MnDOT and the Metropolitan Council for SWLRT, the use of MnDOT right-of-way may not require permits, but will require extensive

communication and coordination between the two agencies. It is anticipated that more specific impacts to MnDOT right-of-way will be determined during the FEIS and Preliminary Engineering phases. Permit forms are available from MnDOT's utility website at www.dot.state.mn.us/tecsup/utility. Please direct any questions regarding permit requirements to Buck Craig, MnDOT's Metro Permits Section, at (651) 234-7911.

Thank you for the opportunity to review the Southwest Transitway Draft Environmental Impact Statement.

Sincerely,

A handwritten signature in blue ink that reads "Pat Bursaw". The signature is written in a cursive, flowing style.

Pat Bursaw
Office of Planning, Program Management, and Transit

Copy via Email:

Lynne Bly
Dave Christianson
Lynn Clarkowski
Ryan Coddington
Buck Craig
April Crockett
Paul Czech
Rick Dalton
John Griffith
Jim Henriksen
Lars Impola
Brian Isaacson
Nancy Jacobson
Carl Jensen
Brian Kelly
Molly McCartney
Gina Mitteco
Tori Nill
Becky Parzyck
Scott Pedersen
Ron Rauchle
Hailu Shekur
Tod Sherman
Aaron Tag
Michael Vogel
Pete Wasko
Ann Braden, Metropolitan Council



Louis Smith
<Smith@smithpartners.com>

12/21/2012 11:54 AM

To "swcorridor@co.hennepin.mn.us"
 <swcorridor@co.hennepin.mn.us>,
 "Peter.McLaughlin@co.hennepin.mn.us"
 cc "jrcampbell@earthlink.net" <jrcampbell@earthlink.net>

bcc

Subject Southwest Transitway DEIS Comment

Attached please find a comment letter on the Southwest Transitway DEIS submitted by Jim Campbell on behalf of the Southwest Corridor Investment Partnership. Please do not hesitate to contact me with any questions.

Sincerely,

Louis N. Smith

smith

partners

PLLP

400 Second Avenue South

Suite 1200

Minneapolis, MN 55401

(612) 344-1400 Office

(612) 344-1550 Fax

www.smithpartners.com

**See Comment #371 for
 Theme Delineations**

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December 21, 2012

Mr. Peter McLaughlin, Chair
Hennepin County Regional Rail Authority
A2400 Government Center
300 S. 6th St.
Minneapolis, MN 55487-0241

Ms. Susan Haigh, Chair
Metropolitan Council
390 Robert St. N.
St. Paul, MN 55101

Re: Southwest Light Rail Transit Project – Draft Environmental Impact Statement

Dear Commissioner McLaughlin and Chair Haigh:

I am writing on behalf of the Southwest Corridor Investment Partnership to express support for the Southwest Light Rail Transit Project. Our Partnership, which first convened in October 2012, seeks to mobilize and align long term investments in the Southwest Corridor to leverage the success of the LRT Project and promote economic prosperity for Corridor residents, employees, and the Twin Cities region. Our members include United Health Group, Xcel Energy, Park Nicollet, Target, Japs-Olson, and SuperValu.

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Our message is simply that as you and your colleagues consider the DEIS and comments, we hope that you and the Federal Transit Authority will also keep in mind the critical importance of this Project for the future economic vitality of our region. Southwest LRT will be a great investment.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Campbell". The signature is fluid and cursive, with a long horizontal stroke at the end.

James R. Campbell, Chair



mbergdude@aol.com

12/21/2012 01:46 PM

To swcorridor@co.hennepin.mn.us

cc mmcmonigal@stlouispark.org

bcc

Subject SWLRT-DEIS - comment from Marc Berg, St. Louis Park

Attached as a PDF is my comment on the SWLRT-DEIS.

Please let me know that you have received this.

Thanks,

Marc M. Berg

Marc M. Berg
2913 Webster Avenue South
St. Louis Park, MN 55416

December 21, 2012

VIA EMAIL ONLY (swcorridor@co.hennepin.mn.us)

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Re: Southwest Light Rail Transit Draft Environmental Impact Statement (“SWLRT-DEIS”)

Dear Sir or Madam:

I have lived in St. Louis Park for 19 years, and in the Birchwood neighborhood for almost 17 years. I served at the Birchwood neighborhood alternate to the Project Management Team (the “PMT”) that studied and discussed the impact of the proposed freight rail re-route under consideration as part of the Southwest Light Rail Transit (“SWLRT”) project. I am submitting this comment to the Draft Environmental Impact Statement (the “DEIS”) for the SWLRT, which I understand to be open for public comment through December 31, 2012.

Like other residents of St. Louis Park, I have serious concerns about the negative impact that the proposed re-route of freight rail traffic along the MN&S line will have on the city. Over the past few years that I have followed this issue, I have been unable to understand why the government officials planning the SWLRT have apparently pre-judged the re-route as a preferred alternative to co-locating the new SWLRT with the existing freight rail in the Kenilworth corridor (the “co-location” alternative), or why they have concluded that co-location is either impossible, or so undesirable that opting for co-location would kill the SWLRT project itself. I have always seen the re-route as ***a horrendously bad idea, on many levels***, and I have struggled to understand why the re-route is treated as a precondition to moving forward with SWLRT. The DEIS, unfortunately, fails to provide any satisfactory reasons as to why the SWLRT cannot be built without the re-route.

I have reviewed the DEIS and I believe that the authors have incorrectly concluded that federal law would ***prohibit*** co-location as a viable alternative. Chapter 11, page 12 (“Page 11-12”) of the DEIS states that because co-location would require the acquisition of .81 acre of Cedar Laker Park, and because other alternatives (i.e., the LPA/re-route alternative) would not, the U.S. Secretary of Transportation would be legally prohibited from approving co-location under Section 4(f) of the U.S. Department of Transportation Act of 1966, 49 U.S.C. § 303 and 23 U.S.C. § 138 (hereinafter “Section 4(f)” or “the statute”). The DEIS’s discussion the facts relating to a Section 4(f) analysis,

and the rationale as to why Section 4(f) is implicated, is set forth in Chapter 7 of the DEIS (“Section 4(f) Evaluation”).¹

I believe that the DEIS concludes that co-location would be “prohibited” because the authors of the DEIS have deliberately misconstrued the statute. Page 11-12 of the DEIS states that “[t]he use of park property is significant,” because Section 4(f) “prohibits the Secretary of Transportation from approving a project that requires the use of publicly owned land of a public park . . . of . . . local significance (as determined by the federal, state, or local officials having jurisdiction over the resource), unless the agency can demonstrate that: [t]here is no feasible and prudent alternative to the use of the land; and [t]he action includes all possible planning to minimize harm to the property resulting from such use.” The DEIS continues to state that the acquisition of less than an acre of Cedar Lake Park is a Section 4(f) use – presumably, because Cedar Lake Park has been designated as “of local significance” by officials having jurisdiction – and that “[b]ecause this Draft EIS has presented other feasible and prudent alternatives to LRT 3A-1 (co-location alternative), this alternative cannot be recommended as the environmentally preferred alternative.” This passage at page 11-12 appears to be the legal “linchpin” of the DEIS’s rationale for rejecting co-location as a viable option.

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The language of Section 4(f) itself, however, appears to give the U.S. Department of Transportation far greater flexibility in approving projects involving the use of public parks, recreation areas, etc. than what the authors of the DEIS would have us believe. The pertinent language of Section 4(f) is as follows:

Approval of Programs and Projects. Subject to subsection (d), the Secretary may approve a transportation program or project (other than any project for a park road or parkway under section 204 of title 23) requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if—

- (1) there is no prudent and feasible alternative to using that land; and
- (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

See 49 U.S.C. § 303(c).

¹ My comments below assume, for the sake of discussion, that the acquisition of .81 acres of park land is a Section 4(f) use. See, for example, DEIS, at Page 7-5 (“At this time, these publicly owned properties are assumed to qualify for Section 4(f) protection based on the criteria set forth in 23 C.F.R. § 774”). Recently, another St. Louis Park resident, Mr. Ryan Edstrom, made a presentation to the St. Louis Park City Council in which he argued that the DEIS is incorrect when it states that co-location would impact .81 acres of park land – and, therefore, Section 4(f) is not implicated. I understand that Mr. Edstrom is an engineer by training, and I would encourage you to review his written comments on the DEIS as well. Obviously, if Mr. Edstrom is correct, there is no need for any analysis under Section 4(f), and the co-location alternative cannot be rejected for the reasons argued at Page 11-12 of the DEIS.

Thus, Section 4(f) does not – as the DEIS suggests – state that the Secretary is “prohibited” from approving a project that would involve the acquisition of locally-significant park property “unless” there is no feasible and prudent alternative to using the land. Instead, Section 4(f) states that the Secretary “may” approve the project “only if” there is no prudent and feasible alternative to using the land. The DEIS has attempted to characterize Section 4(f) as being far more restrictive than it actually is.

More importantly, however, the DEIS contains no explanation whatsoever as to how its authors concluded that re-route was a “prudent” alternative. As outlined in Section 4(f), a rejection of co-location in favor of re-route would necessarily require a finding that re-route is both “feasible” and “prudent.” The terms “feasible” and “prudent” as used in Section 4(f) are defined in the Code of Federal Regulations, at 23 CFR § 774.17 (“*Feasible and prudent avoidance alternative*”). Under Section 774.17, an alternative is “not feasible if it cannot be built as a matter of sound engineering judgment.” Whether an alternative is prudent, however, requires a more thorough and careful evaluation of a number of factors listed under subpart 3 of the definition of “feasible and prudent avoidance alternative” in Section 774.17. Under 23 C.F.R. § 774.17, an alternative is not prudent if:

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- (i) It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;
- (ii) It results in unacceptable safety or operational problems;
- (iii) After reasonable mitigation, it still causes:
 - (A) Severe social, economic, or environmental impacts;
 - (B) Severe disruption to established communities;
 - (C) Severe disproportionate impacts to minority or low income populations; or
 - (D) Severe impacts to environmental resources protected under other Federal statutes;
- (iv) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
- (v) It causes other unique problems or unusual factors; or
- (vi) It involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

No where does the DEIS contain any explanation or analysis as to how or why it concluded, based upon the factors listed above, that the re-route fits the definition of a “prudent” alternative within the meaning of Sections 4(f) and 27 C.F.R. § 774.17. Furthermore, I believe that if the DEIS took an honest look at the detrimental impact that the re-route will have on St. Louis Park, it would conclude that re-route is not a “prudent” alternative – and, thus, co-location is not barred by Section 4(f).

L4

You are likely to receive numerous written comments regarding the negative impact that the re-route will have on St. Louis Park. These impacts include safety concerns, hazardous materials concerns, traffic congestion concerns, emergency vehicle access concerns, as well as increased noise, increased vibrations, interruptions to school operations, increase in the overall project cost, and decrease in homeowner values. Many of these concerns were explained in the PMT process, and at the public hearing on November 14, 2012. Curiously, the DEIS dismisses the expected **800 percent increase in rail traffic** on the MN&S line, and the accompanying noise, to be “slight” impacts (see DEIS, at Page 11-10), there should be no question that the re-route will have a negative impact on St. Louis

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C

Park. If the data is evaluated honestly, the DEIS *should* conclude that the re-route will result in unacceptable safety problems for people who live, work, or attend school near the MN&S. The DEIS *should* conclude that the re-route will result in unacceptable operational problems to both the railroad and the city. The social, economic, and environmental impacts *should* be viewed as severe. The disruption to the established community that lives along the planned re-route *should* be seen as severe. In short, the DEIS should view these concerns in a serious, non-dismissive fashion, and conclude – based upon the factors listed above – that re-route is not a “prudent” alternative.

The required analysis under 23 C.F.R. § 774.17 is missing from the DEIS, which is a critical flaw in this process. The impact on the .81 acre of Cedar Lake Park property is not the “deal-breaker” for co-location that the DEIS makes it out to be. There is no reason that DEIS should not conclude that co-location is the preferred alternative. First, a serious analysis needs to be undertaken as to whether the re-route is “prudent;” and, second, that analysis needs to be clearly explained in the final EIS.

C

Thank you in advance for your consideration of these public comments.

Marc M. Berg



Joan Vanhala
<joan@metrostability.org>

12/21/2012 02:05 PM

To swcorridor@co.hennepin.mn.us

cc Marisol.simon@fta.dot.gov, Russ Adams
<russ@metrostability.org>, Malik Holt-Shabazz
<malik@hnampls.org>

bcc

Subject SWLRT DEIS public comment AMS

TO: Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

From: Alliance for Metropolitan Stability
2525 E. Franklin Avenue
Minneapolis, MN 55406
Contact: Joan Vanhala, Coalition Organizer
612-332-4471; joan@metrostability.org

Please accept the Alliance for Metropolitan Stability's attached public comment for the Southwest Light Rail Transit Draft Environmental Impact Statement. Please include these attachments with our comments to the SWLRT DEIS:

Attachments:

1. Corridors of Opportunity Outreach and Engagement grantee map
2. Southwest LRT Community Works Investment Framework timeline
3. Harrison neighborhood station area map for SWLRT and Bottineau LRT
4. Bassett Creek Valley zoning map
5. Alliance for Metropolitan Stability comments to the Van White Station area plan

Please let us know if any of the attachments did not come through electronically.

TO: Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

From: Alliance for Metropolitan Stability
2525 E. Franklin Avenue
Minneapolis, MN 55406
Contact: Joan Vanhala, Coalition Organizer
612-332-4471; joan@metrostability.org

Public Comment for the Southwest Light Rail Transit Draft Environmental Impact Statement

December 21, 2012

The [Alliance for Metropolitan Stability](#) (AMS) is a coalition of grassroots organizations that advances racial, economic and environmental justice in growth and development patterns in the Twin Cities region. Our 30 [member groups](#) represent communities of color, low-income communities, housing advocates, faith-based organizations, research and policy organizations, economic developers and environmental, transit and land-use policy advocates.

For the past 6 years AMS has been providing technical and organizing support to Environmental Justice communities along our metropolitan region's planned transitways to ensure that they are included in the decision making and receive community benefits from these major infrastructure investments.

1. AMS supports Southwest LRT 3A alignment because it provides benefits for environmental justice communities throughout the study area by:
 - a. Connections to the regional transit system
 - b. Access to job centers along Southwest LRT
 - c. Economic development opportunities along SWLRT
 - d. Economic development opportunity for the Harrison neighborhood at the Van White Station with the build out of the Bassett Creek Valley master plan, a 230-acre, largely industrial area bound on the west by Cedar Lake Road, on the east by I-94, on the north by the Heritage Park redevelopment area and on the south by I-394
2. AMS has been working with these EJ communities along the Southwest LRT: [Harrison Neighborhood Association](#); [Blake Road Corridor Collaborative](#); [New American Academy](#); [Centro de Trabajadores Unidos en la Lucha](#) (CTUL).

Each of these environmental justice communities are also [Corridors of Opportunity](#) Outreach and Engagement [grantees](#) receiving funds from our regions HUD Sustainable Communities Regional Planning grant¹. These funds provide support for under-represented communities to organize around the development of the 7 identified transitway corridors. The implementation of these grants ensures the capacity for under-represented communities to participate in the planning and decision making of the Southwest LRT.

The Southwest Draft Environmental Impact Statement is inadequate in assessing the environmental justice communities throughout the document. Specifically:

¹ See attached map of the Corridors of Opportunity Outreach and Engagement grantees

- Page 3.55, 3.2.2.3 *Community Facilities and Resources* does not include environmental justice communities' facilities and resources. This section of the DEIS should include environmental justice communities facilities and resources.
- Page 3.42, 3.2.2.1 *Neighborhoods* does not include the specific demographic information that identifies the environmental justice communities along the Southwest LRT. Although the suburban cities do not have officially recognized neighborhoods, pockets of suburban cultural communities recognize their geographic area as a "neighborhood". We recommend the resource MN Compass website 2010 census profiles for cities on <http://www.mncompass.org/twincities/index.php> and Minneapolis neighborhoods on <http://www.mncompass.org/twincities/neighborhoods.php#.UNDPo-Q8B8H>. We recommend that environmental justice communities are assessed in a chart by city and neighborhood for the SWLRT study area.
- 9.6.9.4 *Mitigation* - One concern across all environmental justice communities is the displacement of affordable housing in the station areas of the Southwest LRT, especially in suburban areas. The mitigation described on page 10.22 of *Chapter 10 Acquisitions and Displacements* is inadequate. Often the affordable housing lost in the station areas is privately owned and responds to the market. We recommend the inclusion of the environmental justice communities in the prioritizing of the public investments through the Southwest LRT Community Works Investment Framework² to establish strategies to ensure the minimizing of the displacement of environmental justice communities and to ensure that adequate priorities and resources are directed to preserving and expanding affordable housing.
- 10.0 *ENVIRONMENTAL JUSTICE* chapter inadequately analyses environmental justice communities by using a broad overview map of demographic clusters of environmental justice communities. To ensure environmental justice communities benefit we recommend a specific environmental justice demographic analysis of each of the station areas of the Southwest LRT using 2010 census statistics.

M5

3. We recommend the following principle of equitable development is included in Goal 5 Support Economic Development. This definition and principles were endorsed by the Corridors of Opportunity Policy Board November 30, 2011 (co-chaired by the Metropolitan Council and the McKnight Foundation) see <http://www.metrocouncil.org/planning/COO/CoODefinitions.htm>:

Equitable Development

Equitable Development creates healthy vibrant communities of opportunity where low income people, people of color, new immigrants and people with disabilities participate in and benefit from systems, decisions, and activities that shape their neighborhoods.

The Principle of Equitable Development

The principle is to ensure that everyone regardless of race, economic status, ability or the neighborhood in which they live has access to essential ingredients for environmental, economic, social and cultural well-being including: living wage jobs, entrepreneurial opportunities, viable housing choices, public transportation, good schools, strong social networks, safe and walkable streets, services, parks and access to healthy food.

M1

- a. We recommend that the following two aspects are critical and necessary to achieve catalytic Transit Oriented Development on the Southwest LRT and the best outcomes for environmental justice communities:
 - i. Prioritized public investments catalyzing private investment plus
 - ii. Prioritized public investments catalyzing equitable development
- b. The Bassett Creek Valley master plan at the Van White Station provides a premier opportunity for catalytic TOD on the SWLRT. See attached Harrison neighborhood station areas map for SWLRT and Bottineau LRT:
 - i. Land is publicly owned by the city of Minneapolis
 - ii. Ryan Companies has purchased development rights from the city of Minneapolis
 - iii. Bassett Creek Valley is a prime example of equitable development

² See attached Southwest LRT Community Works 2012 – 2013 Activities timeline

- iv. Build out catalyzes future economic development in North Minneapolis, composed of environmental justice neighborhoods³:
 - o On Glenwood Avenue
 - o Bottineau Van White Station along with other available land on Olson Memorial Hwy.
 - o Future transit connections to West Broadway

M1

4. Economic development opportunities from the Southwest LRT is a critical benefit to the environmental justice communities: SWLRT DEIS GOAL 5: *Support economic development*

M5

Objectives:

- a) *Provide a travel option that supports economic development and redevelopment with improved access to transit stations Provide a travel option that supports local sustainable development/redevelopment goals” Page 1.13*
- a. Entrepreneur opportunities for environmental justice communities should be a prioritized investment in the station areas.
- b. The fulfillment of the Bassett Creek Valley Master plan at the Van White Station will increase ridership and greatly contribute to the successful vitality of the Southwest LRT project. The Harrison Neighborhood Association has been vigorously engaged in the planning and advocating for the Bassett Creek Valley Master Plan at the Van White Station. The Harrison neighborhood is an environmental justice community with 71.1% people of color and 21.5% of their residents below the poverty level⁴. Since 2000, the Harrison Neighborhood Association along with the Bryn Mawr Neighborhood Association has been involved in creating the Bassett Creek Valley (BCV) Master Plan. This development would revitalize the environmental justice community of the Harrison neighborhood and repair the decades of land use neglect and disinvestment at the Van White Station.”

“THE NEED FOR A NEW VISION: *For more than a decade, Harrison neighborhood residents have recognized the opportunity for change, investment, and innovative land use within the Bassett Creek Valley. In its existing condition, the Harrison neighborhood is dominated by a post industrial land use.*

MASTER PLAN PROCESS AND OUTCOMES: *The planning process began in 2000 when the City of Minneapolis established the Redevelopment Oversight Committee (ROC), composed of residents of Harrison and Bryn Mawr neighborhoods, businesspeople from Bassett Creek Valley, City Council and mayoral representatives, and Ryan Companies as the expected development partner. In total, over 650 residents and other stakeholders participated in this effort. This process also led to a set of redevelopment principles that embody the community’s values and wishes for a strong, sustainable, vibrant and attractive home. The [Bassett Creek Valley Master Plan of 2006](#), which was approved by the Minneapolis City Council on January 12th, 2007, calls for the redevelopment of Linden Yards East, West and the Impound Lot. These industrial use areas would be replaced with a mixed use development featuring a mix of housing densities and prices, retail and office spaces, green and open spaces, and other civic use spaces.*

Expected Redevelopment Outcomes Based on Bassett Creek Valley Master Plan:

- *More than 3,000 housing units*
- *2.5 million square feet of commercial space (office and retail)*
- *40 acres of new open, green space*
- *5000 to 6000 jobs*

³ See attach Harrison neighborhood station area map

⁴ Retrieved from MN Compass website Harrison neighborhood profile 12/20/12

http://www.mncompass.org/_pdfs/neighborhood-profiles/Minneapolis-Harrison-102011.pdf

The transformation of the Bassett Creek Valley is also being advanced by the connections to be created by the addition of the Van White Memorial Boulevard and Van White LRT station on the future Southwest Light Rail Transit line. Following the City Council adoption of the Bassett Creek Valley Master Plan, the city proceeded with a rezoning study intended to make the neighborhood's zoning consistent with the Plan's vision of mixed use, higher density redevelopment. These zoning conversions went into effect on February 15th of 2008, and brought the neighborhood properties down from 65% to 6.5% industrial use-zoned. Two-thirds of all properties were rezoned. In addition to these zoning changes, the City of Minneapolis Comprehensive Plan then adopted the Bassett Creek Valley Master Plan and designated the Bassett Creek Valley area at Glenwood Avenue as a "growth center."

M1

*Bassett Creek Valley is home to one of the largest publicly owned underutilized parcel of land remaining near downtown Minneapolis. It also provides the key as-yet-to-be-developed link between economically struggling North Minneapolis and wealthier neighborhoods immediately to the south. As a result of 3A locally preferred alternative decision for the Southwest Light Rail Line, Bassett Creek Valley will now include the Van White Station, making this area even more strategic as an area to redevelop."*⁵

M1

5. AMS points out the incomplete land use analysis in "**3.1.2.4 Segment A [LRT 1A, LRT 3A (LPA), and LRT 3A-1(co-location alternative)] Land Use**". The rezoning of Bassett Creek Valley to accommodate future development was approved February 2008 by the city of Minneapolis⁶. This rezoning should be included in the SWLRT DEIS **3.1.2.4 Segment A Land Use**.
6. Re: "**3.1.3 Land Use Plans** This section identifies the plans and studies that relate to land use within the Southwest Transitway study area. The plans have been prepared at a regional (multi-county), county, city, and site-specific basis.

Table 3.1-2 summarizes the contents of the plans, and provides links to their internet location. For more background information about each of the plans, see Appendix H.

M1

from Table 3.1-2 Summary of Local and Regional Comprehensive Plans and Studies

Station Area Strategic Planning (Minneapolis and HCRRA) <http://www.southwesttransitway.org/station-area-planning.html>"

- a. AMS has serious concerns about the Station Area Planning at the Van White Station⁷. To summarize the Harrison Neighborhood Association February 28th, 2011 letter addressed to Adele Hall, Hennepin County senior planner:
 - The Harrison community requests for station area design without a commuter rail layover facility were never met. The final document clearly advocates for the siting of rail storage at Van White Station. The final document misrepresents the formal Minneapolis city council position on the sale of Linden Yards East at the Van White Station. The city directed city staff to explore joint development strategies at Linden Yards East and report back to city council.
 - The Van White Station Area Plans illustrations are misleading for policy makers by representing a platform (plinth) that could accommodate development above and rail storage below. This is misleading because the key feasibility work has not been completed and does not include the environmental assessment of siting a passenger rail storage yard and maintenance facility at the Van White Station

N12

I2

⁵ "**Revitalizing Bassett Creek Valley: Potential Costs and Opportunity Losses of Locating a Train Storage Facility in Linden Yards vs. Mixed-Use Development**", December 2009 Prepared for the Harrison Neighborhood Association at the HHH Institute by J. Armstrong, K. Maudal Kuppe, P. Stewart, K. Wayne

⁶ See attached city of Minneapolis zoning map for Bassett Creek Valley

⁷ See attached AMS comments to Van White Station Area plan

- The Van White Station Area plan does not adequately assess Harrison neighborhood property owners, renters and business owners. The Bassett Creek Valley is home to over 170 businesses and over 150 homes all of which are in the ½ mile radius of the Van White Station. The accessibility of this station to pedestrians, bicycles and automobiles were limited to the future improvement of Van White Memorial Boulevard. Increasing the accessibility to the Van White State is critically important to our environmental justice communities access to jobs along the Southwest LRT.

I2

7. Re: **3.1.4 Socioeconomics; Page 3.34, 3.1.5.1 Effects to Land Use and Socioeconomics; Segment A:** *The land uses closest to downtown are reflective of the industrial development patterns at the turn of the 20th Century. Implementation of LRT service and stations along the Segment A alignment would likely result in some land use changes surrounding the stations, particularly north of the lakes where tracts of undeveloped land are being considered for development.*

M1

- a. AMS finds the Segment A description inadequate and should include mention of the Bassett Creek Valley project area. "The boundaries for the Bassett Creek Valley project area were established by the Minneapolis City Council in 1998. The Valley is a 230-acre, largely industrial area bound on the west by Cedar Lake Road, on the east by I-94, on the north by the Heritage Park redevelopment area and on the south by I-394."⁸ At the center of the Bassett Creek Valley project area is the Van White Station. Because of its significant size and city of Minneapolis site control, this project area deserves mention in this section of the SWLRT DEIS.

I2

8. AMS comments on these following plans in **APPENDIX H - Land Use and Socioeconomic Analysis Methodology:**
Hennepin County Sustainable Development Strategy 2011
<http://www.hennepin.us/files/HennepinUS/Housing%20Community%20Works%20and%20Transit/Department/Sustainable%20Development%20Strategy%20for%20Web.pdf>
The County Housing, Community Works and Transit Department's Sustainable Development Strategy aims to integrate multi-modal transportation, economic development, housing, and community choices.

Downtown Minneapolis Intermodal Station Siting and Feasibility Study

<http://www.hennepin.us/files/HennepinUS/Housing%20Community%20Works%20and%20Transit/Transportation/Transit%20Planning/Intermodal%20Station%20Final%20Report%202006.pdf>

The Interchange Environmental Assessment

http://www.theinterchange.net/index.php?option=com_phocadownload&view=category&id=4&Itemid=217

- a. Harrison Neighborhood Association has been told by Interchange (multi-modal station in downtown Minneapolis) project staff and MNDOT staff that Linden Yards East was the preferred site for the rail storage/layover facility that will accommodate the needs of the Interchange, an intermodal station in downtown Minneapolis. The preference for this site is on page 53 of *Downtown Minneapolis Intermodal Station Siting and Feasibility Study*.
- b. On June 22, 2011, HNA sent a letter requesting a comprehensive environment justice analysis for the rail storage and maintenance facility (scoping) to FTA, EPA, MN Dept. of Transportation, Hennepin County, and city of Minneapolis. The FTA region 5 was the only responder.
- c. A pending decision to locate the commuter train storage yard at Linden Yards East would substantially compromise the Bassett Creek Valley (BCV) Master Plan, by undermining the Master Plan strategy to use high intensity development in Linden Yards thereby reducing the benefits of the SWLRT at the Van White Station. This proposed passenger rail storage and maintenance facility creates a fourfold adverse impact to an environmental justice community. First, it effectively reduces or eliminates tax increment

N12

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⁸ Bassett Creek Valley Master Plan Executive Summary, Hoisington Koegler Group, Inc. with: SRF Consulting, Braun Intertec, Biko Associates, Maxfield Research; January 12, 2007

funding to finance redevelopment for the larger neighborhood. Second, it removes much of the potential to develop housing, both affordable and market rate. Third, it dramatically reduces the potential for Linden Yards to create a catalytic effect for the larger area. Fourth, it reduces the amount of available commercial space and the amount of newly created jobs.

The Minneapolis Plan for Sustainable Growth

http://www.minneapolismn.gov/cped/planning/plans/cped_comp_plan_2030

- d. AMS recommends that Bassett Creek Valley on page 1.24 (see following excerpt) in the comprehensive plan for the city of Minneapolis be included to references of Segment A in all analysis related to transportation supportive land use and economic development for the SWLRT DEIS:

“Bassett Creek Valley. Bassett Creek Valley is a designated Growth Center just outside of Downtown Minneapolis that is anticipated to experience intensive office and residential development. Guided by the approved Bassett Creek Valley Master Plan, and with large tracts of City-owned land that are available for development, the area is proposed to include a large new park along Bassett Creek, a neighborhood retail node at Glenwood Avenue and Van White Memorial Boulevard, and high-rise office and residential development along Interstate 394. Redevelopment priorities include ensuring affordable housing, creating living wage jobs, and promoting good design. The City is partnering with public and private entities to assist in this major redevelopment project.”

M1

Bassett Creek Valley Master Plan http://www.minneapolismn.gov/cped/planning/plans/cped_basset-creek

- e. AMS supports the Bassett Creek Valley Master Plan and its implementation at the Van White Station.

- *Minnesota Department of Transportation Comprehensive Statewide Freight and Passenger Rail Plan* <http://www.dot.state.mn.us/planning/railplan/finalreport/MNRRailPlanFinalReportFeb2010.pdf>

- f. Minnesota Department of Transportation is the lead agency in the Chicago-Minneapolis/St. Paul Corridor Work. MN DOT has stated that their preferred location for high speed rail storage and maintenance facility is at Linden Yards East at the Van White Station. Harrison Neighborhood Association is still awaiting response to their correspondence requesting an environmental justice analysis for the proposed passenger rail storage and maintenance facility at the Van White Station at Linden Yards East.

M5

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9. AMS does not support locating the OMF at the Minneapolis 2 Van White Blvd. Station site re: **“3.1.5.2 Operations and Maintenance Facility** *Four potential locations for the operation and maintenance facility (OMF) have been identified.”* Harrison Neighborhood Association does support the consultants recommendations on *“Appendix H Page 53 OPERATIONS & MAINTENANCE FACILITY SITE EVALUATION; Eden Prairie 1; Eden Prairie 2, Eden Prairie 3, and Minneapolis 4”*

H1

10. Re: **“5.1 Economic Conditions;** *The Southwest Transitway will contribute to regional growth by improving the mobility of residents and increasing access to businesses within the study area. New transportation capacity could create competitive advantages for businesses located in the study area, along with providing a fast, convenient, and reliable transit service transporting the public to jobs and shopping opportunities both in the corridor and beyond. The project would also effectively link several primary activity and employment centers in the region, including downtown Minneapolis, and establish a critical connection in the region’s mass transit system. Additional connections include major activity and job centers beyond the study area, such as the University of Minnesota (U of M), State Capitol Complex, Minneapolis-St. Paul International Airport, and Mall of America.”*

L1

- a. AMS recommends SWLRT Community Works hosts a workshop with environmental justice communities within the SWLRT corridor to develop equity criteria for public investments to ensure community benefits such as workforce agreements, affordable housing goals, construction hiring, DBE contracting, and economic development opportunities in the station areas.

11. "Chapter 6 Transportation Effects, Page 6-2 **6.1.1 Methodology**; Results from the computer model provide detailed information relating to transit ridership demand. Estimates of passenger boardings on all of the existing and proposed transit lines can be obtained from the model output. The model also generates a number of statistics that can be used to evaluate the performance of a transportation system at several levels of geographic detail."

- a. In the Southwest Transitway Alternative Analysis Technical Memorandum #6 Travel Demand forecasting, the Van White Station is predicted to have an average weekday boarding of 600 riders by 2030⁹. This ridership estimate does not include the Bassett Creek Valley Master Plan in the city of Minneapolis comprehensive plan. AMS would like confirmation that the SWLRT DEIS current ridership model includes updated Van White Station ridership projections in alignment with the City of Minneapolis comprehensive plan adopted 10/2/09 which includes Bassett Creek Valley Master Plan.

M1

P2

12. RE: "Chapter 9 **INDIRECT EFFECTS AND CUMULATIVE IMPACTS**, Page 9.7 Table **9.4-1. Reasonably Foreseeable Future Actions**; The Transportation Interchange intermodal facility – The Interchange will unite transit and development creating a civic space connecting multiple transportation options, supporting a vibrant regional economy, reducing greenhouse gas emissions, and increasing mobility. The Interchange project will initially focus on LRT enhancements, then expansion of commuter and passenger rail service. The goal is to complete LRT enhancements prior to the opening of Central Corridor LRT in 2014. Hennepin county website, the Interchange. <http://hennepin.us/portal/site/HennepinUS/menuitem.b1ab75471750e40fa01dfb47ccf06498/?vgnextoid=25652a31f8c2e210VgnVCM1000000b124689RCRD>"

M5

I2

- a. AMS points out that the Interchange need for a passenger rail storage/maintenance facility will have an adverse impact on the economic development potential at the Van White Station.

13. Community Engagement is key to ensuring environmental justice communities' voice and vision are included in the planning and implementation of the SWLRT. Full and fair participation will result a better project and in equitable outcomes and community benefits for the environmental justice communities in the SWLRT corridor:

- a. AMS is a member of the [Community Engagement Team of the Corridors of Opportunity Initiative](#). The Community Engagement Team's (CET) purpose is to develop and support targeted strategies that engage underrepresented communities in planning, decision-making, and implementation processes on and around transit-oriented corridors. The CET develops strategies that promote social equity, inclusion and access to economic opportunity. Community engagement should focus not only on equitable process but also on equitable outcomes for underrepresented communities.
- b. CET supports the [Community Engagement Steering Committee](#), a body of environmental justice community leaders working on the development of our regions planned transitways. The Steering Committee made these recommendations to the Metropolitan Council and the SWLRT project staff that the SWLRT Community Advisory Committee:
 - i. Be a community driven body with staff support.
 - ii. Be a resource and check point for community engagement by reviewing and approving a corridor project community engagement plan.
 - iii. Identify issues and assign problem solving teams that include community members and project staff.
 - iv. Elect a representative member on the transitway corridor policy advisory committee/management committee.
 - v. Be formed early in the scoping phase of the transitway corridor planning process.
 - vi. Membership will be selected by communities they represent.
 - vii. Elect a chairperson who represents a grassroots community.

L1

⁹ Retrieved from the Southwest Transitway Alternative Analysis 4/15/10 http://www.southwesttransitway.org/technical-documents/doc_download/124-aa-technical-memorandum-6-travel-demand-forecasting-methodology-a-ridership-results.html

- viii. Have the ability to set their own agenda, pass motions, and make recommendations to the corridor policy advisory committee/management committee.
 - ix. Will be combined with Business Advisory Committees ensuring coordinated issues and efforts.
 - x. CE Steering committee will support project staff with connections to underrepresented groups i.e.:
 - xi. Faith communities; Cultural communities; Place based groups; Communities of color ; Small and Ethnic businesses; Community Engagement Steering Committee members; Disability community; New immigrant communities; Low-income communities; Students at high schools, community colleges
 - xii. Orientation will include a focus on environmental justice, equitable development, and cultural awareness.
 - xiii. Construction Communication Committees set up at least one month in advance of construction, with representatives appointed by community groups.
- c. AMS recommends SWLRT project staff conduct the outreach and engagement specific to environmental justice communities utilizing the assistance of the CET and Corridors of Opportunity Outreach and Engagement grantees. L1
- d. AMS recommends that SWLRT project staff review and revise their community engagement plan in alignment with FTA Environmental Justice Circular August 2012 Chapter III *Achieving Meaningful Public Engagement With Environmental Justice Populations*. M5
- e. Harrison Neighborhood Association should have a seat on the Community Advisory Committee. Their designated seat was eliminated during the transition of the SWLRT project from Hennepin County to Met Council. L1
- f. Southwest LRT Community Advisory Committee and the environmental justice communities were not invited to the SWLRT Community Works Development Opportunities workshop on November 15, 2012 to help shape the vision for infrastructure options and property prioritization critical to early public investments. One of the guiding EJ principles that are “followed by DOT and FTA are briefly summarized as follows: M5
- To ensure the full and fair participation by all potentially affected communities in the transportation decision making process”¹⁰
- AMS recommends that the SWLRT Community Works project hosts a Development Opportunities workshop for the Community Advisory Committee and environmental justice communities to ensure their full and fair participation in establishing the priorities for public investments in the economic development within the SWLRT corridor. L1
M5

Attachments:

1. Corridors of Opportunity Outreach and Engagement grantee map
2. Southwest LRT Community Works Investment Framework timeline
3. Harrison neighborhood station area map for SWLRT and Bottineau LRT
4. Bassett Creek Valley zoning map
5. Alliance for Metropolitan Stability comments to the Van White Station area plan

¹⁰ Page 7, FTA EJ Circular August 2012

Community Engagement Grants

Current and Recommended Grants: September 2012

- Round 1 Grantee
- Round 2 Grantee
- Round 1 & 2 Grantee

ACER
La Asamblea de Derechos Civiles

Bottineau Corridor
Blue Line Extension

Cleveland Neighborhood Organization

Centro de Trabajadores

Asian Economic Development Association

Asian Media Access

MICAH/Zion Baptist Church

Harrison/Heritage Park - Laos Assistance

Native American CDI

Centro de Trabajadores

Blake Road Collaborative

La Asamblea de Derechos Civiles

Southwest Corridor
Green Line Extension

New American Academy

Northstar Corridor

NRRC/NTN

Masjid An-Nur

MICAH

West Bank CDC

Advocating Change Together

Union Park/Skyline Town

East Side
Prosperity Campaign

Gateway Corridor
Numerous route alternatives are currently under review for the Gateway Corridor

Asian Economic Development Association

NeDa/West Side Community Organization

Aurora/St. Anthony
Neighborhood Development Corporation

Robert Street Corridor

Numerous route and mode alternatives are currently under review for the Robert Street Corridor

Cedar Avenue BRT
The Red Line

La Asamblea de Derechos Civiles



Scale: mi. 0 1 2
km 0 1 2

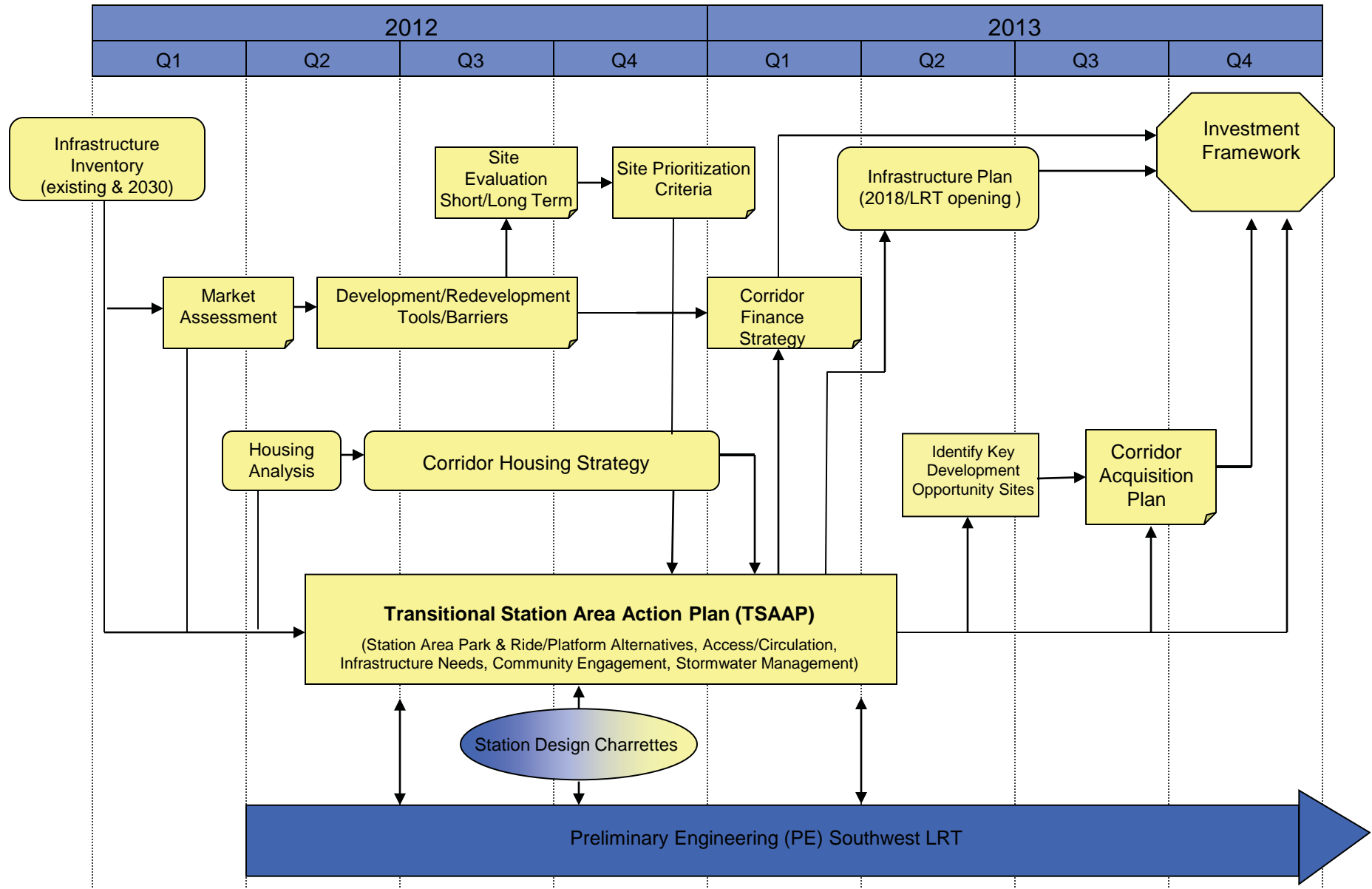
Data Sources:

Sites Data: Corridors of Opportunity, Community Engagement Team, Item # 3a

Routes and Stops Data: Metropolitan Council data

Southwest LRT Community Works 2012-2013 Activities

(DRAFT April 2012)



HARRISON NEIGHBORHOOD MINNEAPOLIS PROXIMITY TO PLANNED TRANSITWAY STATIONS

94

WILLARD HAY

Scale: 1:8,000
0 0.25 0.5 0.75 1 Miles

NEAR NORTH

Plymouth Avenue Station

Area falls within 1/4 mile of planned transitway station.

Area falls within 1/2 mile of planned transitway station.

Penn Avenue Station

Van White Boulevard Station

NORTH LOOP

Target Field Station

HARRISON

SUMNER
GLENWOOD

GOLDEN VALLEY
MINNEAPOLIS

BRYN MAWR

Minnesota Center for
Environmental Advocacy

Created by: Kody Thurnau; Minnesota
Center for Environmental Advocacy
Date: August 2012
Data: City of Minneapolis; Metropolitan
Council

Area falls within 1/2 mile of planned transitway station.

Area falls within 1/4 mile of planned transitway station.

Penn Avenue Station

Van White Boulevard Station

DOWNTOWN
WEST

394 US 12

394

94

394

94

94

US 12

55

LORING PARK

STEVENS SQUARE

WHITTIER

KENWOOD

LOWRY HILL

Southwest LRT

Southwest LRT

Central Corridor LRT

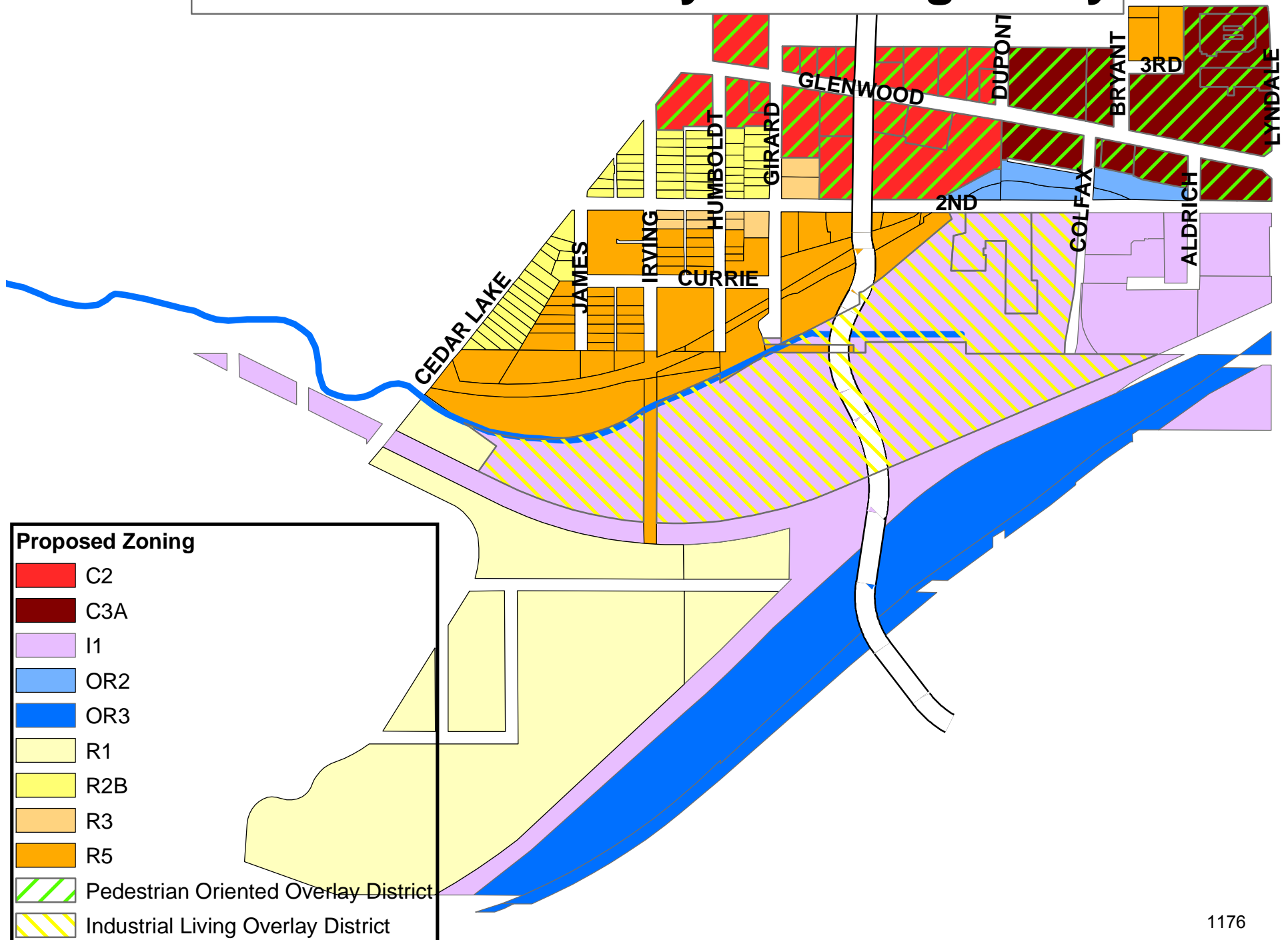
Brownie Lake

Cedar Lake

Loring Pond

Mississippi River

Bassett Creek Valley Rezoning Study



Joan Vanhala
 Alliance for Metropolitan Stability
 2525 E. Franklin Avenue
 Minneapolis, MN 55406
 612-332-4471
joan@metrostability.org

The Alliance for Metropolitan Stability is a broad coalition of 27 faith-based, social justice and environmental [organizations](#) advocating for public policies that promote equity in land use and urban development.

The Alliance for Metropolitan Stability is working with the Harrison Neighborhood Association to ensure the equitable development goals of the [Bassett Creek Valley Master Plan](#) are fully applied at the Van White Station. This 230 acre plan was included in the City of Minneapolis' comprehensive plan on January 12, 2007. Other active partners in this effort are Redeemer Center for Life, Lao Assistance Center of MN, Southeast Asian Community Council, ISAIAH, MICAH, and Housing Preservation Project.

The Harrison neighborhood is an environmental justice community with 78% people of color and 37% of their residents below the poverty level¹. Since 2000, the Harrison Neighborhood Association along with the Bryn Mawr Neighborhood Association has been involved in creating the Bassett Creek Valley (BCV) Master Plan. This development would revitalize the environmental justice community of the Harrison neighborhood and repair the decades of land use neglect and disinvestment at the Van White Station.

M1

The current Van White Station Area Plan document advocates that commuter rail storage yard be located on Linden Yards East within the station area. Although no public decision has been made on where to locate a commuter rail storage yard, this publicly financed document clearly makes the case to store commuter trains on Linden Yards East. No alternative transit oriented development plans without rail storage were provided for the Van White Station area. Harrison leaders have made multiple requests for alternative scenarios integrating transit oriented development as outlined in the BCV Master Plan, but none were provided that did not include rail storage. Also the Van White Station Area Plan inaccurately states that city of Minneapolis has committed to sell Linden Yards East to Hennepin County Regional Rail Authority (HCRRA). The most recent City Council Action on April 2nd, 2010 struck language prioritizing rail storage and directed City Staff to first study feasibility of development and rail storage and report back prior to any land sale negotiations.

H2

I2

M1

N12

It is not clear that commuter rail storage is even feasible, technically or financially. The neighborhood has not approved it. So why is it taking primacy over all other considerations in the Van White Station Area Plan? We don't know what the cost of adding a train storage facility will be, nor do we know where the funds will come from to pay for it. What assurances do we have that we will be able to maximize the full build out

¹ Retrieved from City of Minneapolis website Harrison neighborhood profile 4/15/10
http://www.ci.minneapolis.mn.us/neighborhoods/harrison_profile_home.asp

of the BCV plan if a rail storage facility is placed there? Why would the rail storage yards be placed in the Station Area Plans when there has been no approval of land transfer by the City Council?

I2

We would also like to point out that on page 40 of the Van White Station Area Plan under “Origins, Destinations & Connectivity” there is no mention of the existing businesses around Glenwood Avenue within the station area. International Market Square and the Bassett Creek Valley area currently have 171 small businesses. This significant business community would definitely benefit from the Southwest LRT station at Van White Boulevard. It would be useful to find out how many people are employed by these businesses in the future analysis for Southwest LRT. There is also a great future opportunity to grow the community of businesses in the area with its access to Southwest LRT, downtown Minneapolis, and I94.

I2

In addition to this, city of Minneapolis Public Works has informed the Bassett Creek Valley Revitalization Oversight Committee that there are insufficient funds to build the Van White Memorial Bridge and road as originally designed. The original design for the bridge included two road beds, one going north and the other south. These road beds were wide enough that they could be striped into two lanes in each direction as and when traffic increased on Van White to warrant the increase in lanes. Initially, the road beds would be striped with one lane in each direction and the additional space was for pedestrian and bicycle traffic. In this original design, there were connections to the different bicycle trails that move through the Bassett Creek Valley (Cedar Lake Trail, Luce Line Trail, and Van White Trail). There were vehicular connections between east and west Linden Yards area. Van White Memorial Boulevard was designed to very carefully coexist/enhance the Van White SW LRT station, and vice versa. Hundreds of community and business stakeholders reviewed the plans and commented on them.

I2

With the lack funds, only the east road bed of the bridge will be built, as well as the abutments for the second bridge. The connections between roadways, trails and the LRT station will be diminished as a result of these changes. It appears the city of Minneapolis and Hennepin County Regional Rail Authority are engaged in short sighted planning that lacks coordination on their efforts within the Van White Station area. It seems odd that Hennepin County is working to secure property for the Interchange that may not be up to capacity for another 50 years and yet the city of Minneapolis is short changing a bridge that could restrict that future capacity.

I2

The Van White Station has the ingredients of land, community, planning, and developer to create a national model for transit oriented development. The fulfillment of the Bassett Creek Valley Master Plan at this station area will have a significant impact towards the success of the Southwest Light Rail Transit by increasing ridership and transit oriented development (transportation supportive land use and economic development). The economic development impact on the LRT station area would strengthen the Southwest LRT’s federal application by creating a vital transit oriented development bringing 2,800 jobs, 500 units of housing, 1,000 new residents and a vital new tax base to the City of Minneapolis and the Southwest Corridor at the Van White Station.

I2



larrymfm@cs.com
12/21/2012 03:40 PM

To: swcorridor@co.hennepin.mn.us
cc
bcc
Subject: Fwd: Motion of Support Southwest Transitway - Environmental Impact Statement

-----Original Message-----

From: larrymfm <larrymfm@cs.com>
To: swcooridor <swcooridor@co.hennepin.mn.us>
Sent: Fri, Dec 21, 2012 3:27 pm
Subject: Motion of Support Southwest Transitway - Environmental Impact Statement

To whom this may concern,

Attached please find our cover letter and our comments.

We are the Central Minnesota Vegetable Growers Association (CMVGA) a nonprofit association, that run the Minneapolis Municipal Farmers Market. We have been located at 312 East Lyndale Ave. North since 1937 and we serve the entire Hennepin county area with fresh fruits, vegetables and farmstead products throughout the growing season.

12

We felt it was important to comment and to have our comments submitted into the final records. Please let me know if more is needed or if you have any additional questions.

Regards,
Larry Cermak, Market Manager
CMVGA/Minneapolis Farmers Market
www.mplsfarmersmarket.com
612-333-1737 Office



Central Minnesota Vegetable Growers Association P.O. Box 2006, Inver Grove Heights, Mn. 55076
Office: 612-333-1737 Fax: 651-457-3319 www.mplsfarmersmarket.com

December 19, 2012

Housing Community Works & Transit
Atten: SW Transit Way
701 4th Avenue South
Suite 400
Minneapolis, Minnesota 55415

To whom this may concern,

On behalf of the Central Minnesota Vegetable Growers Association (CMVGA), thank you for the opportunity to comment on the SWLRT EIS.

A member-based, nonprofit association with over 200 members, the CMVGA is proud to operate the Municipal market of the city of Minneapolis, the Minneapolis Farmers Market, directly markets our fruits, vegetables and farmstead products to residents of the 13-county Metro area.

12

We appreciate the thoughtful, collaborative work that has gone into the EIS, and we look forward to continuing to work together.

Attached please find our comments and submit them into the final records. Thank You.

CMVGA Board Members:

Bonnie Dehn, President
Terry Picha, Vice President
Doug Harvey, Secretary
Xa Lor, Treasurer
Bill Brooks, Board Member
Dave Nathe, Board Member
Chang Vang, Board Member



Central Minnesota Vegetable Growers Association P.O.Box 2006, Inver Grove Heights, Mn. 55076
Office: 612-333-1737 Fax: 651-457-3319 www.mplsfarmersmarket.com

Motion of Support

Southwest Transitway Draft Environmental Impact Statement

The Minneapolis Farmers Market supports the SWLRT DEIS as is. The comprehensive process that produced it has resulted in a document that meets the stated goals and objectives of the project: improving mobility, providing cost-effective and efficient travel option, protecting the environment, preserving quality of life, and, supporting economic development.

A

A significant community asset since 1876, the Minneapolis Farmers Market is a vibrant retail market bustling with visitors seven days a week during the eight-month growing season and on winter weekends. The municipal market of the City of Minneapolis, it is the city's sole farmers market run by growers, the Central Minnesota Vegetable Growers Association (CMVGA), a non-profit association.

In 2012, the Market celebrated 75 years in this location, and its historic red sheds have become a landmark for both residents and tourists. Nationally recognized as one of the top ten farmers markets in the United States, it is a destination for the entire 13-county Metro area and serves up to 10,000 customers on any weekend.



2.1.3

The locally preferred route which sites Royalston Station on Royalston Avenue is ideally sited to provide access to the Minneapolis Farmers Market, Target Field, area residents, and the Downtown business district.

I2

Issue: A proposed rerouting on Border Avenue.

Outcome: As Border Avenue is the actual eastern border of the Farmers Market, this reroute would significantly reduce access to the Market. With access and parking already challenging, the proposed reroute might necessitate relocating the entire Market.

I2

M4

Outcome: Customer access for up to 10,000 customers from Highway 55 to the Market would be lost. The sole remaining automotive access would be by already-clogged West Lyndale Avenue North.

I2

Outcome: Vendor truck access from Highway 55 would be lost. Adding 200+ vendor trucks to the crush of vehicles already backed up on Lyndale Avenue North would bring traffic to a standstill.

P6

Outcome: Without efficient access to Market sheds, vendors will not lease Market stalls. This will result in a loss of income for these small family farmers, as well as a loss of product for customers. Reducing access to fresh, local food is not compatible with the goals of Homegrown Minneapolis.

I2

Outcome: Without vehicular access from Border Avenue, through-traffic within the market would cease, causing gridlock.

M2



Customers would flee in droves, negatively affecting business.

Outcome: A hard-won increase in customer parking on Border Avenue, the result of two years of collaboration between CMVGA and the Minneapolis Traffic Engineering Department, would be lost. Without this close-in parking, customers are unable to carry standard purchases, which are heavy.

I2

P10

Outcome: An outreach program to households who use EBT to purchase fresh fruits and vegetables would end. Without close-in parking, this program, used by over 1000 low-income households a week, will not succeed. This is not compatible with the goals of Homegrown Minneapolis.

I2

M4

P10

Outcome: The ability of CMVGA to rent parking lots for free customer parking would end.

Outcome: Handicapped parking would be reduced by 50%.

Outcome: Senior ride buses and shuttles would have no place to stop or park for unloading and loading, restricting access for senior citizens who shop the market daily.

P6

I2

Outcome: School tour buses would have nowhere to stop or park, seriously diminishing a thriving school education program.

Outcome: Safety would be compromised with trains running at the foot of the market. An increase in traffic control agents would be necessary to guarantee the safety of patrons. This would be a significant expense.

R2

I2

Outcome: A study by Center for Urban and Environmental



Studies found the market to be the most diverse public space in Minneapolis; one of the few remaining places where Minneapolisians from all walks of life cross paths. Restricting access would be a loss to the culture of Minneapolis, creating further divisions in an increasingly divided city.

M3

Outcome: Noise pollution would rise to a level where vendors would be unable to communicate with customers. Any conversation would be difficult; for the 40% of growers who are Hmong, as well as the immigrant customers whose first language is not English, communication will be impossible. This would be an insurmountable handicap.

O6

3.2

Issue: The Minneapolis Farmers Market is vital as both a regional and a community resource, providing food for the mind, body and soul of our communities.

I2

M3

Outcome: Recognize this within the EIS.



"Osborn, Mary (MPCA)"
<mary.osborn@state.mn.us>

12/21/2012 03:42 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>
cc "Kromar, Karen (MPCA)" <karen.kromar@state.mn.us>,
"Affeldt, Craig (MPCA)" <craig.affeldt@state.mn.us>,
"Wetzstein, Doug (MPCA)" <doug.wetzstein@state.mn.us>,
bcc

Subject MPCA Comment Letter - Southwest Transitway Draft EIS

Attached are the Minnesota Pollution Control Agency's comments on the Southwest Transitway Draft Environmental Impact Statement. A paper copy will follow by U.S. mail.

Please acknowledge receipt of this comment letter to Karen Kromar at karen.kromar@state.mn.us

Thank you.

Mary Osborn
SSTS/Environmental Review/EQB Support
Minnesota Pollution Control Agency
520 Lafayette Road, 4th Floor
St. Paul, MN 55155-4194
651-757-2101
mary.osborn@state.mn.us

See Comment #475 for
Theme Delineations



Minnesota Pollution Control Agency

520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300

800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us | Equal Opportunity Employer

December 21, 2012

Hennepin County Regional Railroad Authority
Department of Housing, Community Works & Transit
Attn: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Re: Southwest Transitway Draft Environmental Impact Statement

To Whom It May Concern:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project (Project) located in Hennepin County, Minnesota. The Project consists of construction of a light rail system between the cities of Minneapolis and Eden Prairie. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility and other interests, the MPCA staff has the following comments for your consideration.

Section 4.1 Geology and Groundwater Resources

For the stream and creek crossing, it would be appropriate to list the In-water best management practices that will be used (page 4-13).

Section 4.2 Water Resources

- Table 4.2.1 – Under permitting for the MPCA, it should state Section 401 of the Clean Water Act, not Section 402.
- Since wetland delineations have yet to be done for the site (page 4-32), comments on impacts to the wetlands and streams and issues about mitigation will require further information.

Section 4.9 Hazardous and Contaminated Materials

Please note that the proposed route of LRT 3A and 3B runs along, and adjacent to, the west boundary of the Hopkins Landfill property. The landfill was not identified in the DEIS as a “potentially contaminated property” although it is included on the Minnesota Pollution Control Agency’s (MPCA) “What’s in My Neighborhood” that is referenced in the DEIS. Groundwater beneath the site is contaminated with arsenic, benzene, and vinyl chloride and the contaminant plume extends to the east and northeast and discharges into Nine-mile Creek. The Groundwater Area of Concern, defined as the area of land surrounding a landfill where the presence of activities that require the use of groundwater may be impacted or precluded by contamination from the landfill, extends west off the landfill property and encompasses the proposed LRT route. In addition, the Methane Gas Area of Concern, defined as the area of land surrounding a landfill waste footprint where the presence of certain activities such as construction of enclosed structures may be impacted or precluded by subsurface migration of methane gas, will extend west off the landfill property and include the proposed LRT route.

The MPCA has concerns about the proximity of the LRT construction to the landfill. First, if dewatering is anticipated for LRT construction, the possibility of encountering contaminated groundwater may exist, depending on depth. The pumping of contaminated groundwater will need to be addressed appropriately. Second, due to the risks associated with methane generation at the landfill, enclosed

December 21, 2012

structures should not be built within 200 feet of the west boundary of the landfill property. Third, if the installation of pilings is anticipated in order to construct a bridge over the wetland west, and the freight-rail tracks northwest, of the landfill property, excessive vibration could negatively affect the operation of the active gas extraction system and could potentially jeopardize the stability of the landfill cover. This issue will require additional evaluation prior to construction. Please contact Shawn Ruotsinoja at 651-757-2683 if you have questions regarding the Hopkins Landfill.

We appreciate the opportunity to review this Project. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this DEIS, please contact me at 651-757-2508.

Sincerely,



Karen Kromar
Planner Principal
Environmental Review Unit
Resource Management and Assistance Division

KK:mbo

cc: Craig Affeldt, MPCA, St. Paul
Doug Wetzstein, MPCA, St. Paul
Jim Brist, MPCA, St. Paul
Shawn Ruotsinoja, MPCA, St. Paul



Peter Roos
<plroos@msn.com>
12/21/2012 03:52 PM

To <swcorridor@co.hennepin.mn.us>
cc "Scott Barriball " <scott@farmersmarketannex.com>
bcc
Subject DEIS comments SW Transitway project - Scott Barriball,
Farmers Market Annex

Please find attached the comments regarding the SW Transit way from Scott Barriball, owner of the Farmers Market Annex located at 200 E Lyndale Ave N. Could you please acknowledge that you received the attachment before the December 31, 2012 extended comment period deadline?

Thank You!

Peter L Roos
Roos and Associates
plroos@msn.com
612.269.2204

Southwest Transitway DEIS Comments

Scott Barriball, Owner
Farmer's Market Annex
200 East Lyndale Avenue N
Minneapolis, Minnesota 55405
Phone: 612.573.0148
e-mail: scott@farmersmarketannex.com

General Comments/Background

The Farmer's Market Annex property is a 30,000 square foot building that sits adjacent to the Minneapolis Farmer's Market at 200 East Lyndale Avenue North. It is a multipurpose building that I have owned and managed for 28 years and includes the following:

- rental spaces for 140 farmers, renters and vendors that operate throughout the summer and holiday season
- a daycare facility that serves both minority and low income populations
- a very successful DIY floral operation with sales in excess of \$275,000 in its first three years and is wholly dependent on its proximity to the Minneapolis Farmer's Market
- a unique urban outdoor event/entertainment facility equipped with a catering kitchen that was recently constructed at a cost in excess of \$250,000
- Wrecker Services, Inc – the city towing contractor, which by all accounts will be bought out in this process and leave me with over 10,000 square feet of vacant space to fill. It has been a tenant for 28 years and will be a major loss of revenue when it moves.

The Annex property is far removed from what it looked like when I bought it 28 years ago - through hard work and capital investment (close to a \$1 million) I have developed a business entity that, as an employer, owner operator and business incubator, contributes significantly to the quality of life in the area and the City of Minneapolis. The SW Transitway will profoundly impact this area – hopefully for the better. While there is a real potential for redevelopment as a result of the line, it is imperative that the planning for the alignment and construction of the line be done carefully to ensure that the existing property owners will be able to survive and thrive as a result of this unprecedented public investment.

12

DEIS Specific comments - by section and page:

Chapter 3 Social Effects 3.1.7 Mitigation

The properties in the Farmers Market area along Border Avenue and Holden will be severely affected by the construction and the subsequent loss of circulation for truck and customer traffic. As a result of the proposed closing of Holden Avenue to accommodate the line, a proposal to extend Border Avenue to Glenwood Avenue south through a portion of the Farmer's Market Annex property is being discussed. Such a measure could profoundly affect the current operation of the Annex and put the successful Annex event catering business in jeopardy depending upon the size of the right of way along the proposed Border extension. It could also effectively eliminate access to critical local on-street parking that this area depends upon. This proposal must be studied early on to make sure that area businesses have the benefit of a coherent plan to mitigate the damage that will be caused. The mitigation study should include working personally with the Annex and other Border Avenue businesses to assure construction work be planned in a fashion that accommodates summer weekend parking when the Market and related events are operating at peak volumes.

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Chapter 3 Social Effects 3.2.2.6 Neighborhoods and Community Cohesion

The proposed alignment of the Locally Preferred Alternative will dictate the closure of Holden Avenue 300 feet west of the existing intersection of Holden Street and Royalston Avenue North affecting free circulation of truck and customer traffic throughout the area. The elimination of area on street parking before, during and after construction will be devastating to area businesses in the short and long term without adequate planning and implementation. This issue needs to be recognized and studied in detail to make sure that area businesses have the benefit of a coherent plan to mitigate the damage that will be caused. Any mitigation measures should include working personally with Farmer's Market area businesses to alter construction work to accommodate summer weekend parking when the Market is operating at peak volumes.

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Of particular concern to the Farmer's Market area is that of customer accessibility - both vehicular and pedestrian. There must be adequate planning for automobile access as well as a pedestrian and bike path way between the proposed Royalston station and the Farmer's Market area. Moreover, the construction of the line, the pedestrian connections and the subsequent street modifications must be phased and implemented to allow for continued access to and from the Market area in the crucial spring and summer months.

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Chapter 5 Economic Effects 5.2.2 Short Term Effects 5.2.3 Mitigation

Of particular concern to the Farmer's Market area is that of customer accessibility - both vehicular and pedestrian during the construction phase of the project. The construction of the line, the pedestrian connections and the subsequent street modifications must be phased and implemented to allow for continued access to and from the Market area during peak weekends. Loss of on-street parking in the area is a critical issue, especially during the spring and summer months. The lack of an existing coherent street grid in the area makes it imperative that street closures and detours be studied early and in detail to adequately mitigate the impact on area businesses. A cookie cutter approach will not work in this unique area – area businesses should have the benefit of onsite meetings with planners to discuss.

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Chapter 5 Economic Effects 5.2.4 Long Term Effects 5.2.2.5 Mitigation

In the DEIS, long-term effects are defined as consistency with land use plans, displacement of parking and access, and development potential. The SW Transitway poses many potential opportunities to redevelop the surrounding Royalston station area – the key concern here is that the neighboring property owners may not have access to a plan that is inclusive and transparent. It is imperative that the City of Minneapolis, Hennepin County and the Met Council work with the area to provide redevelopment opportunities for the existing property owners that consider the underlying zoning.

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The permanent loss of parking and access in the immediate area will affect the development opportunities there. Without assurances that parking and access will continue to be a priority, long term viability of the existing business base will be tenuous at best. As indicated on page 5-17 of the DEIS “accessibility is an important consideration when making development decisions for various types of land use, including residential, office and retail commercial, health and community services, and recreation facilities”. There must be an effort to preserve parking and circulation in the area.

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While not designed to date, the Border Avenue extension property acquisition will certainly include the taking of Annex property on the eastern edge of the parcel and the Wrecker Services tenant property along Glenwood. Depending of the details, there will be significant a impact the Farmer's Market Annex patio event catering business, potential loss of annex tenant income, loss of Wrecker Services income and potential job losses for city. The loss of access and parking will have far reaching implications regarding the long term development potential of the Farmer's Market Annex properties.

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Chapter 6 Transportation Effects 6.2.2.2 Physical Modifications to Existing Roadways

pp 19-20

While the DEIS does recognize that the proposed modification to the existing roadways will affect local circulation patterns, it characterizes the impact as not “regionally significant”. To the area businesses and their customers the effect will indeed be significant. The proposed closure of Holden Avenue 300 feet west of the existing intersection of Holden Street and Royalston Avenue North will result in a serious reduction in accessibility of the surrounding area and measures must be taken to mitigate the

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impact that the closure will have on the ability of area businesses to operate and, more importantly, of the public trying to access businesses in the Farmer's Market area.

Holden Avenue Closing/Border Extension Effects

The proposal to close Holden and the much discussed plan to improve area circulation with the subsequent extension of Border Avenue will result in significant revenue losses to the Farmer' Market Annex property. While not designed to date, the Border extension property acquisition will certainly include the taking of Annex property on the eastern edge of the parcel and the Wrecker Services tenant property along Glenwood. Depending of the details, there will be significant a impact the Farmer's Market Annex patio event catering business, potential loss of annex tenant income, loss of Wrecker Services income and potential job losses for city.

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In Conclusion:

The above comments reflect real, tangible concerns that I have as a property owner and businessman with over 28 years and significant personal investment in the area. As stated previously, I have worked hard to build a business entity that contributes significantly to the quality of life in the area and the City of Minneapolis. As a property owner, landlord, businessperson and employer I believe that the SW Transitway, as proposed with the Royalston station location, can and should be an asset to the area and region and spur much needed redevelopment in this part of the City and that it is imperative that the planning for the alignment and construction of the line be done carefully to ensure that the existing property owners will be able to not only survive, but also thrive as a result.

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In closing, I would be remiss if I did not go on the record as opposing wholeheartedly any attempt to move the planned Royalston station to Border Avenue, especially without the benefit of an entirely new EIS process. There simply is not enough room to accommodate a station on Border Avenue given the mix of uses in the immediate area - such a move would be devastating to the operation of the surrounding Farmer's Market area. I understand that a Border station location was rejected early on in the planning process due to engineering issues related to grade and topography. The line must proceed with the station on Royalston as planned.

M2

I2

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Thank you for the opportunity to offer my comments regarding the Draft Environmental Impact Statement – I look forward to participating in the process as it unfolds.

Scott Barriball, Owner
Farmer's Market Annex
200 East Lyndale Avenue N
Minneapolis, Minnesota 55405
Phone: 612.573.0148
e-mail: scott@farmersmarketannex.com



SIFelicity@aol.com
12/21/2012 07:57 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject DEIS Comment

Comments for DEIS

From:

Edward Ferlauto
3156 Dean Court
Minneapolis, MN 55416
slfelicity@aol.com
612-929-1004

This is a list of concerns that lead to a suggestion of additional alternatives to be considered in the 3A (LPA) Alternative for the SWLRT Kenilworth corridor. The summary is followed with specific comments to achieve an outcome of a better aesthetic environment and improved noise and vibration qualities along the Kenilworth Trail particularly with regard to residential dwellings in close proximity to the corridor.

Summary

This comment proposes consideration of alternatives in the 3A (LPA) plan in addition to the aerial bridge overpass at Cedar Lake Parkway proposed in the DEIS. These alternatives include a tunnel or trench in the path from the Lake Street Bridge to beyond Cedar Lake Parkway. The outcome of these proposals is to eliminate implementation of negative aesthetic effects of the aerial bridge as well as elimination or minimization of the noise and vibration aspects that are listed as severe in the DEIS and require mitigation according to FTA rules. Although cost may be a major factor in the application of alternatives to an aerial bridge it is respectfully requested that these proposals be considered to preserve the neighborhood within the Chain of Lakes. The segment under consideration will be a destination area along the SWLRT and this should act as an overriding factor to cost in the proposals listed.

E8

Sections 3 Social Effects and 4 Environmental Effects

The section on the Kenilworth Trail between the Lake Street Bridge on TH 7 and

Cedar Lake Parkway and extending to the canal linking Lake of the Isles and Cedar Lake is deemed to be impacted according the alternative 3A(LPA) . The long term effects as stated on pg 3-108 states moderate to high impact on single dwellings and high rise residences. The impacts include visual and aesthetic effects as indicated in Table 3.6-3 on pg 3-100 and noise and vibration effects as indicated on pages 4-79, 4-82, 4-84, 4-86 and 4-93.

Section 4 Environmental Effects/ Aerial Bridge and Noise Impact

The 3A (LPA) alternative considered in the DEIS provides for an aerial bridge over Cedar Lake Parkway. The impacted area, which is estimated to be affected by increased noise and vibration as quoted in Table in 4.7-2 and includes sources identified as the LRT curve squeal at 114 dBA and a ringing bell every 5 seconds as the train approaches the station platform (West Lake St. Station; see pg 4-84 Table 4.2-2). This is in close proximity to the high rise (Calhoun Isles) and single dwelling townhomes (Calhoun Isles and Cedar Lake Shores homes). These dwellings are in the vicinity of the narrowest part of the Kenilworth Corridor and in close proximity to the curve in the track section where the noise is highest. It must also be noted that the sites where noise measurements have been made (pg 4-82 fig 4.7-1) are not at the most vulnerable sites listed above and do not represent the actual noise experienced.

The frequency of noise incident to the area would have greater impact than cited in the DEIS. LRT trains passing through the corridor every 2.75 minutes during rush hours will have a major impact on the peace and tranquility for not only residents, but for bicycle and pedestrian users of the Kenilworth trail between the Lake Street viaduct and the Cedar Lake trail to where it separates from the LRT just southwest of Target Field. Additional areas that would be impacted include the Midtown Greenway from E. Lake of the Isles Parkway west to the city line, and the Cedar Lake trail around Cedar Lake, and for boaters on the Cedar Lake/Lake of the Isles channel. These are noise impacts within the city of Minneapolis; there will be additional noise impacts in the southwest suburbs.

The facts as stated in the DEIS in combination with the number and frequency of trains passing through the area (198 trips from 7 am-10 pm, 60 trips 10 pm – 7 am and 16 trips all peak hours 6 -9 am and 5 -6:30 pm) poses a cumulative impact higher than any one factor individually considered. An additional concern is the amplification of sound at higher elevations. This has a significant impact on the noise factor for the Calhoun Isles high rise apartments.

In addition to noise measurements at the junction of the Kenilworth corridor and the Greenway (site 31) and at the Cedar Lake Parkway overpass (site 30)

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measurements should be made at grade level and at several elevations of high rise towers adjoining the corridor. These locations include most notably Calhoun Isles Condominiums. Other high rise residences within 900 feet of the corridor, which would include the Calhoun Beach Club buildings, Lake Pointe Condominiums should be included in such measurements.

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Section 4 Aerial Bridge Visual Effects

The impacted section is adjacent to the Park Siding Park as well as some park property adjacent to the aerial bridge. The Kenilworth Corridor pedestrian and bike path is to be preserved since it is Park property. Passage of the Kenilworth Trail across Cedar Lake Parkway requires redesign either using the aerial bridge or a series of ramps elevated above or tunneled below Cedar Lake Parkway. Another alternative is to leave the trail at grade level. In any case, this issue requires some additional consideration for the pedestrian and bike trail design.

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Based on the diagram in Appendix F pg 54 the overall height of the aerial bridge is estimated to be about 40 ft (based on the height in the diagram plus an estimated 18 ft total required for the car and electrical structure). The visual impacts of an overpass will be visible to residents of CIDNA and KIAA, as well as residents in East Isles, West Calhoun and ECCO. The visual impacts also include the more immediate blockage of visibility of those who live along the ramps to and from the overpass.

The anticipation of a slope necessary for the Kenilworth Trail using ramps or an aerial bridge suggests that a serious inconvenience would exist in such cases for elderly people and physically challenged people who use the trail for pleasure and exercise. The Star Tribune stated (Oct. 19th Business Section pg. D6 entitled *A Revised look into the future*) that the Twin Cities region will have 900,000 more people (30 years out) with twice as many elderly. It is to be noted that there is no consideration for accommodation of physically challenged people in the DEIS which seems to be contrary with most Federal regulations for these citizens. In addition, the presence of an aerial bridge would severely affect in a negative way the aesthetic quality of this area. It has been discussed in the Station Planning citizen meetings that the West Lake Street Station is intended to be a destination for the Chain of Lakes region and therefore should be sensitive to use by the elderly and disabled citizens.

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Section 4 Environmental Effects/Vegetation and Bird Stopover

The corridor adjacent to Dean Court from the Calhoun Isles high rise building to 28th St. and along the Park Siding Park contains a berm which houses a number of large evergreen plants (estimated 15 to 20 ft high) and mature trees (estimated

30 to 40 ft high) which will possibly be removed to accommodate the width of the planned LRT and trail system (see attached photos). This berm, which is contiguous with the planned corridor route, also acts as a stopover for birds during the spring migration period. This is evident by virtue of the bird sounds during morning hours from approximately 6 am to 8 am during the months of about April through June. Possible elimination of this berm area should be assessed for A, B, and C viewers and have high ratings for visual quality and visual sensitivity.

N8

E4

The Hennepin County Park list published by the United States Geological Survey of United States Bird Checklists contains 280 bird species observed within the Park Reserve since 1968. The habitat codes shown for designation "S" (shrubs, small trees-fencerows, forest edges, overgrown fields) during the spring season shows 16 species that are abundant or common in all the Hennepin County Parks. These species exist within the Chain of Lakes corridor and constitute a rich natural entity that merits preservation in this environment.

Sections 2 and 11 Alternatives

The impacted section referred to above is a neighborhood area that connects the Chain of Lakes (Lake Calhoun, Cedar Lake and Lake of the Isles). It is between designated park lands that are part of the 4f system. Therefore, it seems appropriate to consider alternatives to the proposed aerial bridge. It is also to be noted that alternatives to the aerial bridge have not been considered in the published DEIS. There are three alternatives which should be considered.

E8

One is to tunnel the SWLRT path from the vicinity of the proposed Lake Street Station past the Cedar Lake Parkway and extending to under the canal linking Lake of the Isles and Cedar Lake. This will preserve the visual, aesthetic and natural environment of the neighborhood and minimize the anticipated noise and vibration problems. The concern which has been offered in discussions about a tunnel has included the argument that the water table is too high (presumably assumed to be at 4 feet). Metropolitan Council's Adam Gordon, Project Manager for the Hopkins Sewer Upgrade project which he supervises, has acknowledged that the water table is 28 feet below grade at the Cedar Lake Parkway intersection and will easily accommodate an LRT tunnel.

E8

A second alternative would be to use a trench for the LRT which passes beneath Cedar Lake Parkway. The trench would start in the vicinity of the proposed West Lake Street Station and extend to north of Cedar Lake Parkway. There is precedent for this proposal that resulted from a Charrette study conducted in November of 2010 sponsored by the Cedar Lake Park Association. The opinion of

E8

the group of professional landscapers made such a proposal which is contained in the final report of that exercise.

A trench for the LRT at the Cedar Lake Parkway instead of an overpass will only resolve a small fraction of these noise issues. A tunnel under Cedar Lake Parkway commencing in the vicinity of the West Lake Street Station Lake Street viaduct and extending north to the Burnham Bridge will address more of the LRT noise issues.

O1

The trench alternative does not seem preferable because of the following reasons: 1). it will not eliminate noise and only reduce visibility issues, whereas a tunnel would; 2). it will not eliminate visual impacts to near neighbors to the corridor, such as residents in Calhoun Isles area, the condos between Depot Street and the parkway, residences north of Cedar Lake Parkway, and CLSHA townhomes. A tunnel will restore the Kenilworth corridor to its original natural environment and recreational uses.

E4

A third alternative to cross Cedar Lake Parkway at grade level would entail serious traffic flow problems and introduce safety issues (children crossing to Park Siding Park as well as potential vehicle crashes). It would also be intrusive to the Grand Rounds that is part of the Cedar Lake Parkway.

E8

Section 2 Alternatives Considered

LRT 3A-1 (Co-location Alternative) Pg. 2-41

The DEIS considered the co-location alternative as indicated in Chapter 2, Section 2.1 Alternatives Considered and is described in detail on pg. 2-41 LRT 3A-1 (Co-location Alternative). It is concluded in the final paragraph of 11.2.5 Evaluation of Alternatives that this alternative does not meet the project's purpose and need and is not a practicable alternative. It is not recommended as the environmentally preferred alternative.

I agree with this conclusion and offer reasons to reject the 3A-1 Co-location Alternative. The Segment A in the 3A-1 Co-location Alternative between the West Lake Street Bridge and Cedar Lake Parkway is undesirable because of a number of factors. First, it currently has potential noise problems attributable to wheel squeal (114 db) and bell noise approaching the West Lake Station ((90 db) approaching the narrowest portion of the Kenilworth trail. This condition would be exacerbated with the introduction of freight trains (estimated 4 to 8 per day) and LRT (on a high frequency schedule) and is not tolerable to the many residential dwellings in close proximity to the Kenilworth trail.

D

In addition, reference is made to the R.L. Banks & Associates report of December 2010 which cited that there is insufficient space within the existing ROW to accommodate both freight and LRT at grade level. In consideration of seven different scenarios reviewed in that document, one option would require acquisition of between 33 and 57 housing units and disruption of an entire townhouse community. Another option considered re-routing the Kenilworth Trail outside the Kenilworth Corridor eliminates a link in the commuter bicycle trail and would require the acquisition of up to 117 housing units.

It is evident from these reviews that the conclusion recorded in 11.2.5 that the 3A-1 Co-location is rejection is proper.

Respectfully submitted,

Edward Ferlauto



Marcie Piets
<pietrs@earthlink.net>

12/21/2012 08:43 PM

To swcorridor@co.hennepin.mn.us

cc

bcc

Subject Comments on SWLRT-DEIS

To Hennepin County SWLRT,

I live at 4121 Xenwood Ave. South, St. Louis Park. I am pro LRT but **strongly opposed to re-routing freight trains through St. Louis Park**. I am pro Co-Location of LRT & Freight. I write on behalf of many of my neighbors, roughly fifty with whom I have spoken on this topic.

C

I believe the most careful use of taxpayer dollars AND the safest option for the citizens of St. Louis Park and Minneapolis is to change the bike path near Cedar Lake, keeping the freight trains on the straight, unobstructed path they are now on in the Kenilworth Corridor. The bike path needs improvement, fortification or a fly-over bridge anyway, if LRT will be rolling through from early morning hours through midnight each day and if biker & pedestrian safety is valued.

G2

P9

I am attaching a letter with the informed view of 30-year railroad veteran, Steven Horn. Among the most salient of his viewpoints (in the attached document) is his assessment that "As for the Dan Patch (MS&N) freight relocation, it is agreed by TCW management, by your study, and by me that heavy freight such as coal trains over a mile long and weighing 14,000 tons would require an engineering effort and rebuild of the tracks that would be astronomical in cost and almost impossible from a railroad operating view."

C

Thank you,
Marcie Piets

Sunday, December 16, 2012

To Whom It May Concern,

I would like to weigh in on the proposed St. Louis Park Freight Rail Re-Route issue. My opinions come as a result of having 30 years of experience in railroading, driving the very tracks now in question.

As for my background, I started working as a trainman for the Chicago & North Western Railroad in October 1970. I worked out of Cedar Lake Yard (**Kenilworth**) until it was closed about 1982. Later, from 1991 to 1993, I worked for the Twin Cities & Western Railroad, St. Paul to Milbank, SD. In both instances I worked through St. Louis Park and Hopkins on a daily or nightly basis, both as a conductor and as a locomotive engineer.

I also worked through "the Park" on the Dan Patch Line for the Minneapolis, Northfield & Southern and for the Twin Cities & Western. So I'm very familiar with all of the trackage, the neighborhoods, the schools, etc.

Last week my friend, a resident of St. Louis Park, requested that I look into your situation, or conflict, with regard to what you are being told (or not told). Since then I've spoken to many individuals about both the logistical and political sides of this issue.

Your background information on the Dan Patch Line is basically correct.

The M&StL was purchased by the Chicago & North Western in 1960, and the tracks (from Minneapolis to Chaska) were abandoned and sold to Hennepin County in around 1983. The Milwaukee Road was taken over by the Soo Line in 1987 and by CPRail (Canadian Pacific) in the 1990s. CPRail in turn, gave TCW rights to use the tracks in the Twin Cities terminal.

Ever since the millionaires built their mansions in the vicinity of the Kenilworth Corridor at the turn of the last century, the locals have complained about the noise and air pollution **in spite of the fact that the railroads were there first.**

In my professional experience, I operated anywhere from 6 to 100-car freight trains through "the Park" on the CNW, TCW and Dan Patch lines at speeds from 10 mph to 30mph. Yes, there were accidents, or as professional transportation people refer to them, "incidents," involving everything from trespassing humans of all ages to vehicles to other trains.

In the past four days I've spoken personally to Bob Suko, general manager of the TCW, to the St. Louis County director of transportation, to 8th District Congressman-elect Richard Nolan, and to other experts who are well aware of your situation.

As for the Dan Patch freight relocation, it is agreed by TCW management, by your study, and by me that heavy freight such as coal trains over a mile long and

weighing 14,000 tons would require an engineering effort and rebuild of the tracks that would be astronomical in cost and almost impossible from a railroad operating view.

The vision I have, not just for your community but for many others in the state and the nation as well, is light rail and freight rail in the same corridor but physically separated by barriers (walls), sound barriers of green, natural materials (trees, shrubs, etc.), and grade crossings heavily guarded by gates, lights and bells or eliminated altogether by the construction of bridges or tunnels.

As for the Dan Patch line, I see it as a north-south light rail route. There are still a number of industries that rely upon freight service on the line now, but time may change that. I have in the past switched freight cars at Skippy Peanut Butter, Merchants Cold Storage, Minneapolis-Moline and Red Owl warehouse, all located in St. Louis Park or Hopkins in the 1970s. Time may also bring increased property values, as it has on the Hiawatha Corridor, and will bring on the University Avenue Green Line. In the future, if I live long enough, I'll be able to board a fast passenger train in Duluth, ride 2 1/2 hours to Minneapolis, take the light rail to St. Paul, St. Louis Park or even Chaska, on the railroad right of way I first worked on in 1970.

Respectfully,

Steven R. Horn
Retired Railroad Engineer

Attached:

Steven R. Horn Letter of Recommendation written by Kenneth Ray, Trainmaster,
TC&W Railroad Company



TWIN CITIES & WESTERN RAILROAD COMPANY

723 Eleventh Street East
Glencoe, MN 55336
(612) 864-5121
FAX (612) 864-6726

April 14, 1993

RE: STEVE HORN

TO Whom It May Concern:

Mr. Steven Horn has been employed by Twin Cities & Western Railroad Company for the past 1-3/4 years under my direct supervision. We began in July, 1991 as a start-up company and were fortunate enough to have chosen Steve for one of the initial employees. He has demonstrated over and over again his leadership skills and exceptional ability to deal with peers, supervisors, customers and the general public.

Steve was initially hired as a Conductor but was quickly promoted to Engineer and remains as one of the top qualified Engineers. During the past year, Steve has served as Employee Representative for the Transportation Department. This position has required alot of Steve's time and efforts, and he has served well in this function. During Steve's time with our Railroad, he has also been a key person in developing customer relations, implementing more efficient schedules, and simply improving train operations for everyone involved.

I am very reluctant to let Steve leave the Twin Cities & Western Railroad; however, a person must always strive for growth and I believe this may be an excellent growth opportunity.

Please feel free to call if I may be of further assistance.

Sincerely,

TWIN CITIES & WESTERN RAILROAD COMPANY

A handwritten signature in dark ink, appearing to read 'Kenneth L. Ray'.
Kenneth L. Ray
Trainmaster



December 20, 2012

Hennepin County
Housing, Community Works & Transit
Attn: Southwest Transitway
701 4th Avenue South, #400
Minneapolis, MN 55414

**See Comment #364 for
Theme Delineations**

To Whom It May Concern:

This letter is being written on behalf of The Fish Guys, LBP Mechanical and Stark Electronics in response to the DEIS. The DEIS has a number of inadequacies and reflects a lack of understanding of the current conditions and business operations on Royalston Avenue.

The DEIS does not reflect an understanding of the business operation of the Royalston Avenue businesses. These are profitable, thriving, industrial businesses with over 250 employees. While each business is different, all three require unfettered vehicular access. The DEIS shows that the SW LRT, as proposed, will make it virtually impossible for these businesses to continue to operate efficiently, effectively and profitably at their current locations.

The DEIS shows a clear lack of understanding of the geographic constraints of the Royalston Avenue Businesses. Additionally, the DEIS anticipates land use changes with no suggested implementation or mitigation for existing businesses on Royalston Avenue that will be affected by the SW LRT. At a minimum there will be business disruption during construction and the likelihood that the businesses will not be able to survive construction. In addition, it is clear that these businesses will be unable to conduct their business after construction.

Specific Comments (by section):

3.1.5 LONG TERM EFFECTS

The DEIS states "improved accessibility will help the study area become more attractive to business and residential opportunities, especially when linking to major employment centers with rapid transit." While the SW LRT may make the area more attractive to business and residential opportunities, the plan, as presented, could have the impact of dislocating the businesses on Royalston Avenue. Further study is required to insure the businesses' ability to continue at their current location.

The DEIS anticipates land use changes with no plan for implementation. The DEIS requires further study of how the proposed SW LRT will affect the current land use and how the proposed change in land use will be implemented. The DEIS proposes "no mitigation" for land use changes, stating that the preliminary engineering will work to mitigate local concerns. This is not adequate to meet the needs of the Royalston businesses.

3.1.7 MITIGATION

The DEIS states that “businesses and residents may experience difficulties with accessibility at certain times of day during the construction of the project, and minor detours for through traffic might be required. In general, these effects will not change the land use of the area during construction, but may affect the number of people using area businesses directly affected by access or construction traffic issues.” This statement shows a complete lack of understanding of the nature and operation of the businesses on Royalston Avenue. The properties along Royalston will have access totally eliminated during construction because they have only one driveway option. This particular issue must be studied early in order to adequately mitigate the impact of construction on the business operations. It will not be satisfactory to simply supply “appropriate notification and signage.”

3.2.2.6 NEIGHBORHOODS AND COMMUNITY COHESION

On page 3-58 there is a statement related to access: “The implementation of LRT service would not sever roadway or drive way connections or remove the existing multiple-use trail adjacent to the proposed guideway alignment of Segment A.” Again, this statement shows a lack of understanding and familiarity with the Royalston businesses. All three properties at the Royalston Station will be negatively impacted by the location of the alignment and platform. The Royalston businesses are industrial that require frequent, direct and unfettered access from semi-trucks. The sites contain only one access onto Royalston Avenue. It must be a priority in early Preliminary Engineering, to study the long-term effects of the route and station placement on these businesses. This study must determine if acquisition is necessary. Alignment along the Royalston Avenue right-of-way – center, west side and eastside, should be evaluated for effects on adjacent businesses.

3.2.2.7 SUMMARY OF POTENTIAL IMPACTS BY BUILD ALTERNATIVE

The statement in the DEIS that the LRT 3A (LPA) alternative “is not anticipated to have significant impacts to neighborhoods or community cohesion” is inaccurate as it relates to the Royalston business community. Further study is required to determine its impact on this thriving business district.

3.3.5 MITIGATION

At least three properties at the Royalston Station will be negatively impacted by the alignment and platform. These are industrial businesses that require direct, frequent and unfettered access from semi-trucks. The sites have only one access onto Royalston Avenue. Construction will severely impact their access. The long term effects of conducting business on these sites must be a priority for study during early in the Preliminary Engineering process in order to determine if acquisition is necessary. Alignment along the Royalston Avenue right-of-way – center, west side and east side – must be evaluated for effects on adjacent businesses.

5.1 ECONOMIC CONDITIONS

The DEIS states that the Southwest Transitway will contribute to the local businesses by increasing accessibility. This is not true for the Royalston Avenue businesses. The area businesses will have decreased access and therefore the SW LRT will not contribute to competitive advantage for the businesses. Further study, during early preliminary engineering, is required to insure that the businesses on Royalston Avenue are able to remain competitive.

5.2.2 SHORT TERM EFFECTS

At least three businesses at the Royalston Station will be negatively impacted by the location of the alignment and platform. These are industrial businesses that require direct, frequent and unfettered access from semi-trucks and the sites contain only one access onto Royalston Avenue. The long-term effects on the businesses at this site should be a prior to study early in the Preliminary Engineering process to determine if acquisition is necessary. Alignment along the Royalston Avenue right of way – center, west side and east side- should be evaluated for effects on adjacent businesses.

If construction is to occur during the day, as the DEIS states, this will have a devastating impact on the Royalston Avenue businesses. Further study is required during Preliminary Engineering to identify means of addressing the short term effects on the existing businesses.

The DEIS states that “short-term construction effects to the social or economic characteristics of the study are anticipated to include short and long-term economic gains to each community resulting from the implementation of any Build Alternative. This is not true for the Royalston businesses. As proposed, the construction effects will have no short or long-term economic gain to the businesses and further study is required to determine how to mitigate the short and long-term effects of construction on these businesses.

5.2.3 MITIGATION

The DEIS states that a Construction Access Plan will be developed at the start of major construction activities. The businesses along Royalston Avenue have only one point of access. Preliminary Engineering must further study how these businesses will be affected during construction and develop a detailed access plan to insure business viability. Table 5.2.3 is not sufficient to address the issues of the Royalston Avenue businesses. Further study is required and mitigation must be identified to address the concerns of the Royalston businesses.

5.2.4 LONG-TERM EFFECTS

In Table 5.2-4, under the LPS’s Environmental Metrics, access on Royalston Avenue will be affected. At least three properties at the Royalston Station will be negatively impacted by the location of the alignment and platform. These are industrial businesses that require direct, frequent and unfettered access from semi-trucks and the sites contain only one access onto Royalston Avenue. The long-term effects to businesses on these sites should be a priority to study in early Preliminary Engineering in order to determine if acquisition is necessary. Alignment along the Royalston Avenue right-of-way, center, west side and east side – should be evaluated for affects on adjacent businesses.

In table 5.2.4 the DEIS contemplates a future change of land use to higher density, mixed use at the Royalston Station. There is the potential for the Royalston Business community to be completely changed due to the SW LRT. Further study is required, during Preliminary Engineering to determine if acquisition is necessary to mitigate negative impacts on the existing businesses or to determine if acquisition is necessary to facilitate the move to the proposed land use.

Table 5.2-4 states the “parking and access to businesses along this route are unlikely to be affected.” This is not true for the Royalston businesses. Both parking and access, critical to the Royalston Businesses, will be greatly affected by the SW LRT. These businesses have semi-traffic and require frequent, direct and unfettered access to their businesses. The Royalston businesses have only one access point for the businesses. Early Preliminary Engineering must identify alternative access and parking for these businesses.

6.2.2.2 PHYSICAL MODIFICATIONS TO EXISTING ROADWAYS

The DEIS states that “conceptual designs indicated that construction of the Southwest Transitway is likely to result in minor physical modifications to existing roadways that may affect local circulation patterns.” This is not true for the Royalston businesses. The SW Transitway will have major effects to the circulation patterns around Royalston Avenue.

On page 6-20, closing of Holden Street is identified. The closing of this intersection will have a significant impact on access to the Royalston Avenue businesses. Early Preliminary Engineering must identify alternative access for the Royalston businesses to mitigate the effect of closing Holden Avenue

At the top of page 6-35, the closing of the Royalston and 5th Avenue North intersection is identified as a necessity for Segment C-2. Since this alignment is the same as the LPA in this area and the closing of this intersection has not been mentioned under the LPA, this inconsistency needs to be addressed. The Royalston businesses have serious concerns about closing this intersection.

6.2.2.6 BUILDING/FACILITY ACCESS

Royalston Avenue properties should be included in the list of properties with affected access in the Build Alternative.

6.3.1.3 TRUCKING

There is an error in the sentence describing industrial areas. With the assumption that the Royalston area is mistakenly being attributed to Eden Prairie, rather than Minneapolis, at least three properties at the Royalston Station will be negatively impacted by the location and alignment of the platform. These are industrial businesses that require frequent, direct and unfettered access from semi-trucks and the sites contain only one access onto Royalston Avenue. The long-term effects to doing businesses on these sites should be a priority to study early in early Preliminary Engineering to determine if acquisition is necessary. Alignment along the Royalston Avenue right-of-way – center, west side and east side – should be evaluated for effects on adjacent businesses.

6.3.2.3 TRUCKING

At the top of page 6-58, truck access and movement issues are discussed. There is no mention of the industrial businesses on Royalston Avenue and it states that no significant impacts are anticipated. That is not true for the Royalston businesses. The industrial businesses on Royalston Avenue could have minimized access for trucks due to turning movement constraints. This must be studied further during early Preliminary Engineering.

9.2.2 INDIRECT EFFECTS

The DEIS identifies that the indirect effects are desired and consistent with local plans. While consistent with existing land use plans, there is no plan for addressing the issues of the existing businesses. The impact of the SW Transitway on the existing businesses must be studied during early Preliminary Engineering to determine whether acquisition is necessary.

9.6.21.3 ANTICIPATED CUMULATIVE IMPACTS

The DEIS anticipates job creation as a result of the SW Transitway. The Royalston businesses currently have in excess of 200 jobs. There is the potential for these jobs to be lost and a resulting decrease in jobs, as a result of the impact of the SW Transitway on the Royalston businesses.

9.6.22.4 MITIGATION

While the indirect and cumulative impacts of the SW Transitway at the Royalston station may be anticipated, further study is required to determine if the impacts are so negative on the businesses that acquisition is required.

9.6.2.4 MITIGATION

The DEIS states that “no mitigation for the expected indirect effects and cumulative impacts to land use is proposed for any of the Build Alternatives.” The statement that Preliminary Engineering will work to mitigate local concerns is not adequate to address the impact on the Royalston businesses. Preliminary Engineering must study the impact on the Royalston businesses to determine if acquisition is necessary and to identify potential relocation areas.

11.1 EVALUATION RELATIVE TO PROJECT GOALS AND OBJECTIVES

The DEIS states that the "Southwest Transitway" would be developed to avoid as much disruption as possible to neighborhoods, commercial districts and historic areas in the corridor." In addition, "another objective of the Southwest Transitway" project is to support public and private economic development . . . "This statement of goals and objectives is in direct conflict with the impact the SW Transitway will have on the Royalston business community. As proposed, the SW Transitway will totally disrupt the Royalston business community and will not support private economic development. Further study is required in Preliminary Engineering to insure the goals and objectives of the project can be achieved with minimal disruption to the existing business community.



Eaton Corporation
14615 Lone Oak Rd
Eden Prairie, MN
55344



**See Comment #359 for
Theme Delineations**

December 20, 2012

**RESPONSE OF EATON CORPORATION- HYDRAULICS GROUP TO SOUTHWEST
TRANSITWAY-DRAFT ENVIRONMENTAL STATEMENT**

Eaton Corporation-Hydraulics Group ("Eaton") hereby submits its comments on the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway.

Eaton acknowledges the substantial benefits that will arise from, and supports the need for, the Southwest Transitway, which is the subject of the DEIS. Eaton has followed with interest the progress of this project from initial discussions to the current proposals being considered. Because the terminal station of the Southwest Transitway is the Mitchell Station that sits directly on its campus, Eaton has been particularly concerned about the impact of this project on its Hydraulics Group Global Headquarters site.

Eaton's Hydraulics business is a worldwide leader in the design, manufacture and marketing of a comprehensive line of reliable, high-efficiency hydraulic systems and components for use in mobile and stationary applications. Mobile and stationary markets include agriculture, alternative energy, construction, forestry, manufacturing, material handling, mining, oil and gas, processing, transportation and utility equipment.

Eaton has been deeply interested in how the DEIS would evaluate the impact of the Mitchell Station and associated development on the Eaton site. Unfortunately, the DEIS does not even mention the detrimental impact that the Mitchell station and associated development will have on the Eaton site. This may be due to the lack of knowledge of the unique nature of the Eaton campus, which places the fundamental elements of research, design, manufacturing, and administration in a compact and single location. This configuration provides significant and irreplaceable benefits to Eaton in the efficient and profitable operating of this global business.

To provide the reviewing authority with important and objective information about the detrimental impact of the Southwest Transitway, Eaton retained the firm of Shenehon and Associates to assist it in assessing the impact of the Mitchell station and associated development on the Eaton Hydraulics Group Global Headquarters campus. Shenehon's Consulting Memorandum setting forth a preliminary determination of the devastating impact the project will have on the operational efficiency of the campus is attached. Shenehon's analysis and conclusions confirms Eaton's own internal analysis. Again, these negative impacts were not mentioned in the DEIS

The impact of the Mitchell Station will likely involve the loss of the manufacturing building, and also the loss of Eaton's future expansion land. In addition, the Mitchell Station will bring a high volume of traffic into the area of the campus that will create

ingress/egress issues, which will negatively impact any existing operations that will remain at the campus. The continued viability of the site, which employs nearly 650 people, will be in doubt. These impacts were not noted in the DEIS.

In reviewing the Mitchell Station plans and DEIS, it appears to both Eaton and Shenehon that there is a very high likelihood that this plan will move forward and that its impacts will compel Eaton to find a suitable replacement for its campus. Replicating this campus will be difficult and very expensive. In addition to substantial relocation costs, Eaton will incur the costs of purchasing or leasing replacement space and the impairment of the existing property, plant and equipment.

The only alternatives in the DEIS that appear to ensure the continued viability of the Eaton campus are the 'No Build Alternative' and the 'LRT 1A', with all other plans involving a Park & Ride and, except for the 'Enhanced Bus Alternative', a Light Rail Transit Station.

Eaton looks forward to discussing with local, regional, and state agencies how the potential loss of a significant employer can be avoided. It is also important that as this project moves forward that significant funding is made available for the relocation of the Eaton campus and that Eaton is given adequate time to relocate their operations, which could take several years to facilitate.

Sincerely,

A handwritten signature in black ink, appearing to read 'William VanArsdale', with a stylized, flowing script.

William VanArsdale
Group President
Hydraulics, Filtration, & Golf Grip
Eaton Corporation

CONSULTING MEMORANDUM

TO: File #12188

FROM: Shenehon Company

DATE: December 17, 2012

SUBJECT: Consulting Services for Eaton Corporation in Anticipation of Southwest Transitway Development.

INTRODUCTION

The purpose of this memorandum is to summarize the potential impacts to the Eaton Hydraulics Global Headquarters campus that will likely result from the Southwest Transitway Mitchell Station – Office and Park & Ride and to provide comment on the Southwest Transitway - Draft Environmental Impact Statement (DEIS). In analyzing the potential ramifications of the taking, it is our opinion that the Mitchell Station – Office and Park & Ride will pose a serious threat to the continued viability of the Eaton Hydraulics Group Global Headquarters campus. It is our opinion that the Mitchell Station plans completely disregard the campus that Eaton has established in favor of redeveloping the campus and surrounding area into a mixed use development, to include residential, commercial, and civic/institutional/office development.

In addition, the Mitchell Station - Office and Park & Ride plans include a major light rail station with ±800 spots for its Park & Ride program located on the north end of the Eaton campus, where the manufacturing facility and excess land are currently located. At a minimum, the light rail station and Park & Ride will result in the loss of the manufacturing facility and the excess land and negatively impact the campus by eliminating the integrated nature of the Eaton Hydraulics Group, along with the ability of future expansion. This will leave Eaton with a small, segregated, quasi-campus that will severely diminish the established synergy of the Eaton campus as it exists today.

In reviewing the DEIS the considered alternatives are a ‘No Build Alternative,’ an ‘Enhanced Bus Alternative’ and five Light Rail Transit (LRT) options. After studying the DEIS and Southwest Transitway Area Planning report, the only alternatives that appear to ensure the continued viability of the Eaton campus are the ‘No Build Alternative’ and the ‘LRT 1A’; all other plans involve a Park & Ride and, except for the ‘Enhanced Bus Alternative’, a Light Rail Transit Station. The recommended alternative identified in DEIS is the ‘LRT 3A-1’ plan and the ‘Co-Location Alternative’ is only a slight variation on the ‘LRT 3A-1’ plan. Both of the recommended plans will have a significant negative impact on the viability of the Eaton campus, likely requiring the relocation of Eaton and involving significant relocation and capital improvement costs which may not even provide Eaton with a truly suitable replacement site.

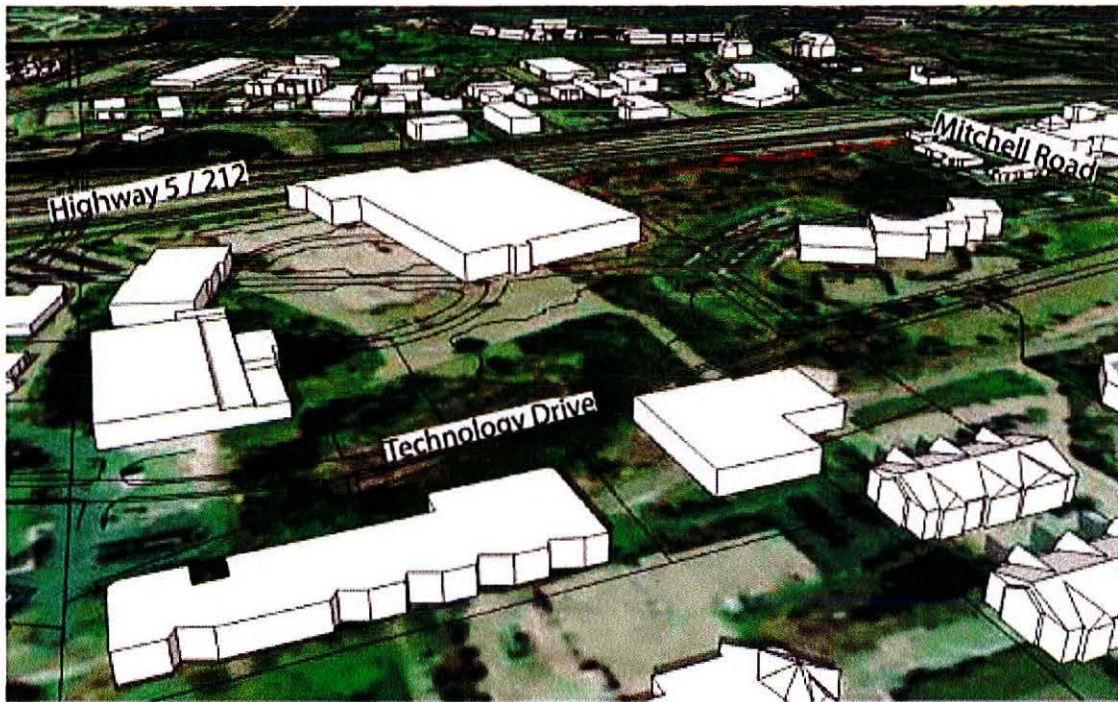
BEFORE CONDITION

The subject campus was initially established in the 1960s when Char-Lynn established its operations in Eden Prairie. Eaton expanded the campus in 1998 and 1999, assembling 61.57 acres of land with a very prominent presence along Highway 212 in Eden Prairie. The campus consists of four buildings: (1) the Hydraulics Group Global Headquarters (office), (2) the Manufacturing Plant, (3) the Technology Building (IS Innovation Center & Test Labs), and (4) the Test Lab - Noise Chamber and Display Area Building. The campus benefits from its proximity to a strong employment base in a first-tier Twin Cities community and from very good access characteristics and visibility. Eaton is the primary property owner of the land, which is bounded by Highway 212 to the north, Mitchell Road to the east, Technology Drive to the south, and Wallace Road to the west. Eaton's ownership comprises over 75% of the total land area within this block. In addition, the Eaton campus includes a 7.64-acre vacant parcel of land with the potential to be utilized for expansion as the company continues to grow and expand. Eaton currently employs approximately 650 people at the subject property and the campus has an assessed value of \$22,606,000 with current real estate taxes of \$853,845.

Campus developments like Eaton's, with strong locations in fully developed areas, are difficult to replicate. Eaton has established a fully integrated campus that creates exceptional efficiencies by having research and development, manufacturing, and executive offices in one location, while also possessing available land to expand operations as the company continues to grow. This environment streamlines communication and teamwork among employees and promotes effortless interactions and exchanges of ideas. At their Eden Prairie campus, Eaton is able to provide their employees with onsite training and the opportunity to see the diverse branches of the business firsthand.

The seclusion and ease of connection between the facilities that a contiguous parcel of land provides is extremely beneficial to the organization. Another common trait shared by Eaton and other comparable corporate campuses is proximity to a strong, highly skilled workforce. Corporations like Eaton will typically invest significantly more capital to create a campus environment than they would invest in standalone office, R & D, and manufacturing facilities, due to the synergistic benefits. The subject site also benefits from having great access and visibility due to its location on Highway 212, only 1.5 miles west of Interstate 494, within 20 minutes from both downtown Minneapolis and the airport. With the surrounding area already mostly developed it would be extremely difficult to find a suitable replacement site similar in size and location. A likely replacement site would either involve a costly redevelopment site or an inferior site located further from the core of the Twin Cities area.

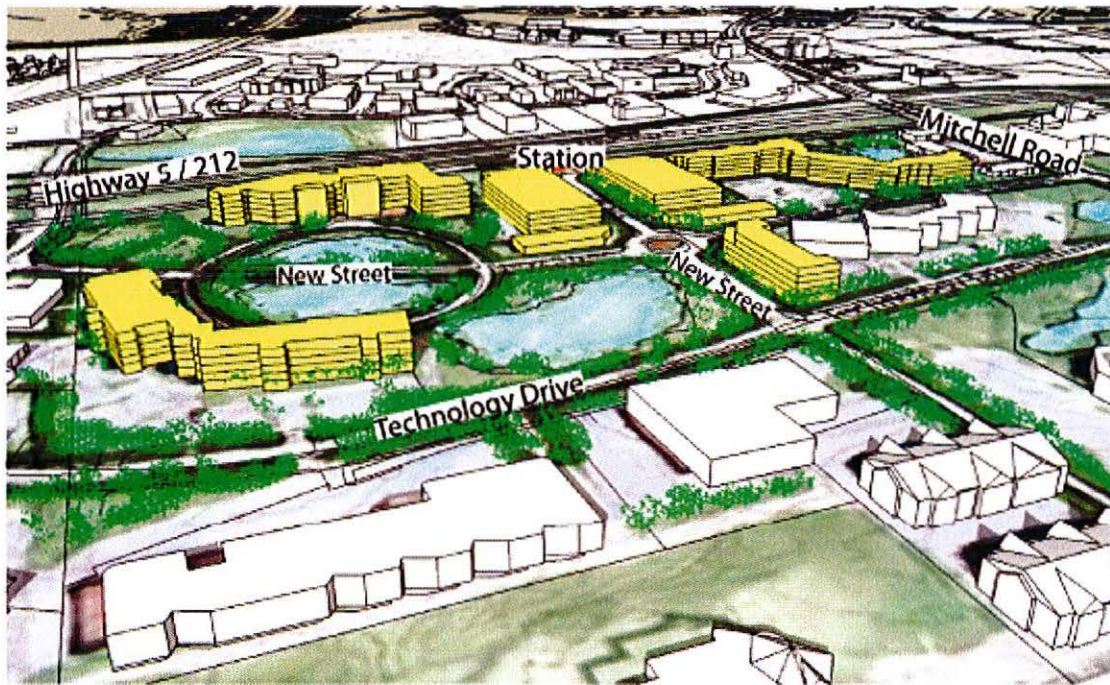
The following graphic was taken from the Southwest Transitway Planning Study and depicts a bird's eye view of the existing area primarily occupied by the Eaton campus.



THE PROJECT

The Mitchell Station – Office Park & Ride as quoted by the Southwest Transit Area Planning Study will be the “end of the line” and “will act as a MAJOR park-and-ride location.” The Southwest Transitway Station Area Planning and DEIS studies the surrounding area within a half-mile radius of the proposed Mitchell Station, but clearly focuses on the block bounded by Highway 212, Mitchell Road, Technology Drive, and Wallace Road. In fact, the plan focuses almost exclusively on the redevelopment of this block. Despite Eaton owning approximately 75% of the land within this block, the plans make almost no mention of the existence of the Eaton campus and do not address the potential impacts to the viability of one of Eden Prairie’s major employers. Preliminary plans indicate that most of this block will be completely redeveloped and that north/south and east/west roadways will run through the center of the current Eaton Campus. Further study of the plan reveals that of the four buildings and land that comprise the Eaton campus, only the office structure and the small Test Lab building are to remain once the area is fully redeveloped. Though complete redevelopment of the entire block may not happen immediately, the LRT Station and ±800 car Park & Ride do appear as immediate threats to the viability of the Eaton Campus.

The following graphic was taken from the Southwest Transitway Plan and depicts the redevelopment of the block that is primarily comprised by the Eaton campus.



Note: yellow structures indicate new development with white buildings representing existing structures. The plan illustrates the loss of not only the manufacturing facility but also the technology building. In addition, there are significant road expansions (including a roundabout) and added retention pond infrastructure.

The Southwest Transitway is marketing the Mitchell Station – Office Park & Ride as a redevelopment opportunity that intends to completely redevelop the block where the Eaton campus is located. The plan specifically references development involving “New Buildings Only,” intending to create the developments listed below.

Commercial Development	108,000 square feet
Civic/Institutional/Office	494,400 square feet that will accommodate 1,412 people
Park and Ride, Ramp	800 cars

In addition, the plan describes the development of a new roadway system that will connect Technology Drive with the Station and Transit Plaza, which will facilitate bus and car drop-off activities. The plan envisions “large parking structures” and a new series of streets that will connect the Station to the Eden Prairie Municipal Campus. There is also an intention to “introduce a significant residential component into the station area near the station itself.” The plan indicates an “opportunity to develop or expand one to three corporate campuses” but fails to mention the existing campus that occupies 75% of the primary Transitway and redevelopment area.

TIMING OF REDEVELOPMENT

The plans for the Southwest Transitway leading to the Mitchell Station – Office and Park & Ride date back to 2002, when feasibility studies were being completed on eight transit alternatives. In 2005 and 2006 the Transitway placed its focus on three transit routes and in 2008 and 2009 plans began to emerge that focused on creating a Transitway Station at Mitchell Road where the Eaton campus is currently situated. Over this period an unprecedented level of economic growth and prosperity occurred, followed by a deep economic recession and financial crisis from which we continue to slowly recover.

As a result, continued office and commercial development growth is currently very speculative and should focus on new development opportunities as opposed to redeveloping thriving, existing campus developments. In this case, the subject provides approximately 650 local jobs and close to \$1,000,000 in annual property tax revenue. The potential to add 1,400+ jobs is enticing to any community, but it would take several years (if not longer) for this to be realized, and at the risk of losing 650 existing jobs. Assuming 1,400 jobs would be created through the redevelopment of the site, this is essentially a net gain of 750 jobs, but at a significant cost to the community. Costs associated with this redevelopment would include the expensive cost to relocate Eaton, extensive infrastructure costs, and likely tax increment financing to entice corporations to the redevelopment area. Additionally, it would take several years before the jobs lost from the Eaton campus would be replaced, and even longer to reach the projection of 1,400+ jobs.

Based on published reports and the DEIS, it is clear that there is a high probability that the Transitway plan will move forward. Yet it appears that the Southwest Transitway Authority has not completed a cost-to-cure analysis which would consider the consequences of keeping Eaton in their current location. As a result, it is critical that the Southwest Transitway consider the potential relocation of a 60 plus acre, four-building campus, which currently employs approximately 650 people, and the extensive costs associated with this relocation. It appears that even if the Transitway project were scaled back to accommodate the continued viability of Eaton, the risk of continued eminent domain would always remain, given the stated intention to see the area redeveloped into a high density, pedestrian and vehicle oriented redevelopment project.

The DEIS indicates that “acquisitions/displacements would be necessary for all of the Build Alternatives-some acquisitions would be very small areas needed to expand right-of-way, but others would involve entire parcels of land that would necessitate relocating a resident or business.” The DEIS also references the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended, [42 U.S.C. 4601 et seq.] The Uniform Act requires that property owners be paid fair market value for their land and buildings, and that they be assisted in finding replacement business sites or dwellings. Further defined, the fair market value is based on the highest and best use of the site, which in the instance of the subject would be for continued use as a corporate campus. Based on the Transitway plans it is our opinion that the Eaton facility would have a high likelihood of requiring relocation.

The relocation costs alone would be very expensive for Eaton and would also require significant capital investments to re-establish a corporate campus in the southwest Twin Cities. It is also

likely that the location of any replacement campus would be inferior in comparison to its current location. This also impacts Eaton's ability to recruit talented employees given the strong uncertainty involving the continued viability of the Eaton campus. The following is a summary of the issues involved in relocating Eaton.

Building 1 – Eden Prairie Manufacturing Plant

Replace a 241,227 square foot manufacturing space that is used by Eaton to produce steering units and motors. Eaton aggressively estimates that it would take approximately 18 months to relocate, but it could take longer.

Building 2 – Technology Building

Replace the 60,000 square foot technology/innovation center and test labs. Costs considered in relocating would be the cost to purchase or lease a replacement facility plus moving expenses, capital, and infrastructure upgrades.

Building 3 – Hydraulics Group HQ

Replace the 93,748 square foot office building that is used for marketing, engineering, customer services, and finance. Costs considered in relocating would involve purchase or lease of a replacement office facility and moving and information technology costs.

Building 4 – Engineering Test Lab/Noise Chamber

Replace a 20,000 square foot building. Costs would include purchasing or leasing a replacement building and would also include moving and capital infrastructure costs.

The cost to move the campus would be substantial and there is no guarantee that Eaton will be able to find a suitable replacement property. In addition to relocation costs, Eaton will incur the costs of purchasing or leasing replacement space and the impairment of the existing property, plant and equipment.

Conclusion

Eaton has committed significant capital investments to establish a global headquarters campus for its Hydraulics Group, and it will be extremely costly and difficult to replace. The Mitchell Station – Office and Park & Ride will significantly impact Eaton and will likely involve the loss of the manufacturing building, which is considered the primary building of the campus, and also the loss of land for future expansion. In addition, the Park & Ride and Transit Station will bring a high volume of traffic into the area of the campus, which will in turn create ingress/egress issues and negatively impact any existing operations that will remain at the campus.

Eaton's loss of any of their buildings will have a negative effect on the functionality and operations of the Hydraulics Group headquarters campus. Further, the Mitchell Station plans call for the complete redevelopment of the block where the Eaton campus is currently situated and where Eaton controls approximately 75% of the land area. In reviewing the plans, it appears that the manufacturing plant and technology building will be lost as a result of the project and

would leave Eaton with less than half of the space it had prior to the taking. In reviewing the Mitchell Station plans, it seems the impact of the redevelopment plans will force Eaton to find a suitable replacement for their campus. It will be very difficult and very expensive to replicate what Eaton has created over the past 50 years. In addition to the substantial relocation costs, Eaton will incur the costs of purchasing and/or leasing replacement space and the impairment of the existing property, plant and equipment.

After studying the DEIS and Southwest Transitway Area Planning the only alternatives that appear to ensure the continued viability of the Eaton campus are the 'No Build Alternative' and the 'LRT 1A', with all other plans involving a Park & Ride and, except for the 'Enhanced Bus Alternative', a Light Rail Transit Station. The recommended plans for a light rail station at this site will likely involve the loss of the Eaton campus. The plans to redevelop the site assume the creation of 1,400 jobs, but ignore the potential loss of nearly 650 jobs from the loss of the Eaton campus. As this project moves forward, it is imperative that significant funding is made available for the relocation of the Eaton campus and that Eaton is given adequate time to relocate their operations, which could take several years to facilitate.

Extremely Urgent

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12/20/2012

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REBECCA ASHBIDGE 952.937-7202 EATON HYDRAULICS BLDG 3 14615 LONE OAK RD EDEN PRAIRIE, MN 55344		0.5 LBS	LTR	1 OF 1
SHIP TO: HOUSING, COMMUNITY WORKS & TRANSIT 952.937-7202 HENNEPIN COUNTY 701 FOURTH AVENUE SOUTH, SUITE 400 ATTN: SOUTHWEST TRANSITWAY MINNEAPOLIS, MN 55415-1843				
				
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arthur higinbotham
<ahiginbotham@msn.com>

12/22/2012 12:15 PM

To swcorridor <swcorridor@co.hennepin.mn.us>

cc jeanette Colby <jmcolby@earthlink.net>, slfelicity
<slfelicity@aol.com>, Tom Johnson
<tom.johnson@co.hennepin.mn.us>, Stuart A Chazin

bcc

Subject FW: SWLRT Station Profiles

This is a response to the SWLRT DEIS with respect to station locations. The attached document from the SW Community Works Committee shows the latest detail on station locations.

The following comments are based primarily on the maps shown for stations within Minneapolis and St. Louis Park:

1. The Royalston station eliminates all on-street parking for the businesses along that street; no provision is suggested to replace it with off-street parking.

P10 I2

2. The Van White station sits in an area with parkland to the south and west, a concrete crushing facility to the west, the Minneapolis Impound Lot to the east, and a light industrial area to the north with no residences within four blocks (up to Glenwood Av.). There are no approved plans for commercial or residential development near the station nor any plans to relocate the crushing facility or Impound Lot.

I2 P4

3. The Penn Av. station is located in a ravine and is not accessible by road from any direction, connecting only by a long pedestrian bridge and elevator to Penn Av. at I394. There is no access to the Lowry Hill bluff on the south side. The cost of the station with bridge and elevator but without vehicle access has been estimated at \$15 million.

I2 P4

4. The 21st St. station is located with an exclusively residential neighborhood on the east side and primarily access to Cedar Lake Park on the west, except for a few homes on the west side on a dead end road, which would be cut off from emergency service vehicles when LRT trains are passing.

I2 P4

5. The West Lake St. station has no direct access from the north side of the LRT and requires vehicles on W. Lake St. coming from the west to turn right on Market Plaza (which also has curb cuts to a fire station and Calhoun Commons mall in a 100 foot length), then right on Excelsior Boulevard, then right on Abbott Av. to the station. A University of Minnesota Civil Engineering Capstone Study shows traffic already at saturation on Excelsior Boulevard, with 2.75 minutes already required to move from Market Plaza through the Dean Parkway/W. Calhoun Boulevard intersection.

I2 P4

6. The Belt Line parkway station in St. Louis Park will be adjacent to a major grade crossing, which means that traffic will be stopped at the grade crossing while LRT trains are in the station. Furthermore, there are no residential buildings within 500 feet on the west side of the grade crossing.

I2 P4

7. The Louisiana station in St. Louis Park is located in an area that has no residences within 500 feet of the station; the area is purely light industrial and commercial. It is within 500 feet of Methodist hospital meaning that train horn and bells will have an impact on patients in the hospital.

I2 P4

Arthur E. Higinbotham
3431 St. Louis Av., Mpls., Mn. 55416
612-926-9399

Monica:

This is the brochure circulated at the Community Works Committee on Thurs. Dec. 20th that presents the description of the proposed SWLRT stations. Perhaps you could e-mail the pages that describe the West Lake Street Station to the Board members for the January 9th meeting.

Thanks,

Ed

From: Adele.Hall@co.hennepin.mn.us
To: SIFelicity@aol.com
Sent: 12/21/2012 1:07:23 P.M. Central Standard Time
Subj: SWLRT Station Profiles

Hi Ed,
Attached per your request are the station profiles that were distributed at the Southwest LRT Community Works Steering Committee meeting yesterday.
Best,
Adele
(See attached file: SWLRT_profiles_singlepgs.pdf)

Adele Hall
Senior Transit Planner | Hennepin County Department of Housing, Community Works & Transit
701 Fourth Avenue South – Suite 400 | Minneapolis, MN 55415 | MC L608
Office 612.543.1094 | Mobile 612.250.2004 | adele.hall@co.hennepin.mn.us

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Experience the Southwest Corridor



Light-Rail Station Area Profiles



Southwest Light Rail Transit



METRO Green Line extension

Imagine getting on the train outside your office in Eden Prairie, and being able to travel all the way to St. Paul for a morning meeting, or gathering up the family and heading out of downtown Minneapolis to Minnetonka for an afternoon trip to the beach. The Southwest Light Rail Transit Line will make this possible when it opens in 2018.

Southwest LRT is a proposed 15-mile high-frequency light rail line that will serve the rapidly growing southwest metropolitan area with 17 stations in Eden Prairie, Minnetonka, Hopkins, St. Louis Park and Minneapolis. Southwest LRT is the next addition to the transit system in the Twin Cities region, which includes the METRO Blue Line (Hiawatha), Northstar Commuter Rail and a vast network of bus routes, and the METRO Green Line (Central Corridor) opening in 2014.



Hiawatha, the region's first light-rail line, will connect with Southwest LRT, providing a link to multiple employment centers along the route.

Fast facts

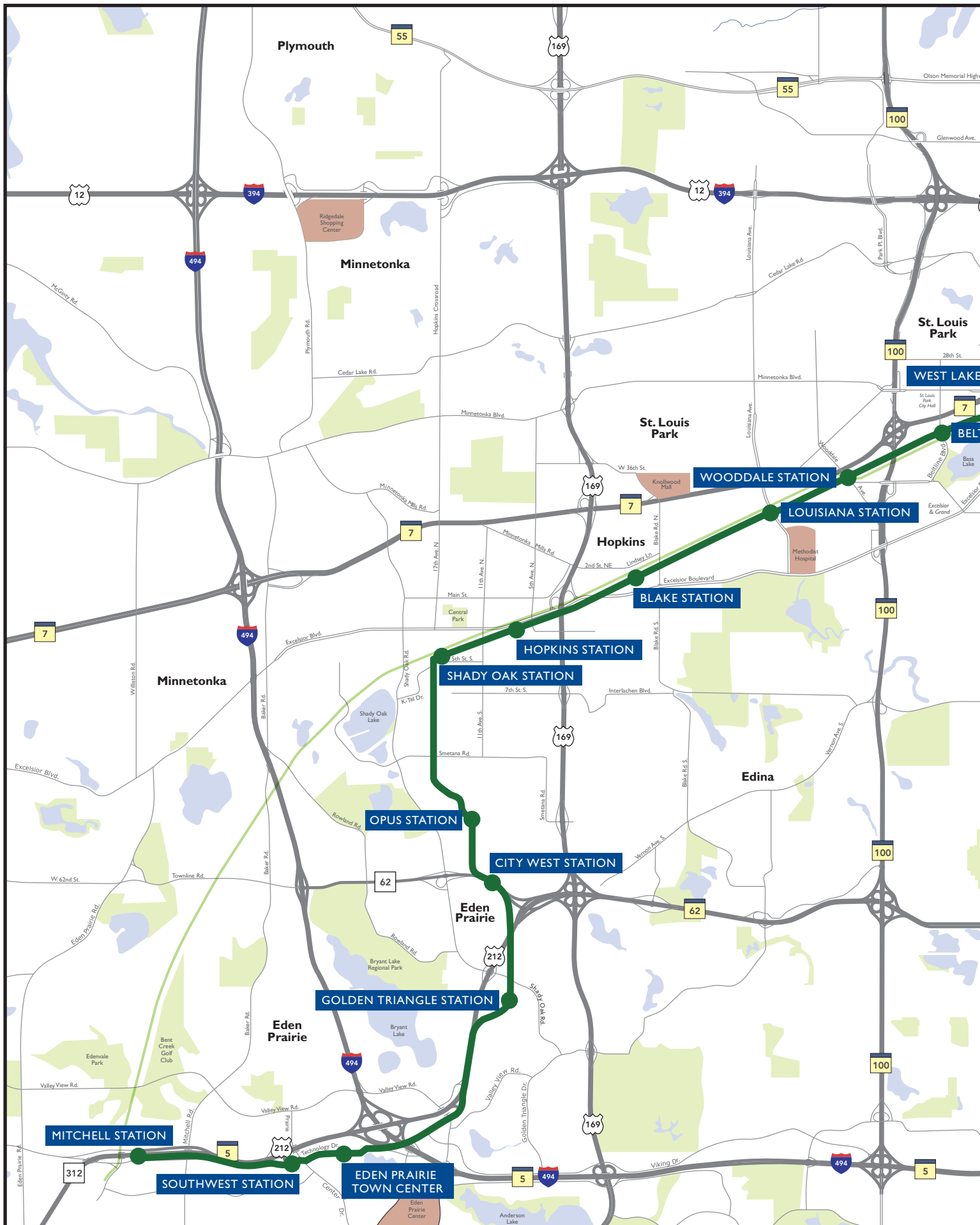
Population	60,000
Households	31,000
Employment	210,000

Population, Household, and Employment figures are within a half mile of the station stop.



www.southwesttransitway.org







Moving through the Corridor

The Southwest Light Rail Transit Line weaves through the southwestern suburbs of Eden Prairie, Minnetonka, Hopkins and St. Louis Park to downtown Minneapolis. Passengers will even have the option of traveling on to downtown St. Paul.

The proposed stations are:

- Mitchell, Southwest, Eden Prairie Town Center, Golden Triangle and City West in Eden Prairie.
- Opus in Minnetonka.
- Shady Oak, Hopkins and Blake in Hopkins.
- Louisiana, Wooddale and Beltline in St. Louis Park.
- West Lake, 21st Street, Penn, Van White and Royalston in Minneapolis.

Southwest LRT Community Works

The Southwest LRT Community Works Project is a collaborative effort to capitalize on the opportunities light rail has to offer the region. The project partners are working together to address economic competitiveness and job growth; housing choices; quality neighborhoods; and critical connections along the light-rail route.

Project partners include: Hennepin County, Hennepin County Regional Railroad Authority, Eden Prairie, Minnetonka, Hopkins, Edina, St. Louis Park, Minneapolis, Metropolitan Council, ULI-Minnesota, Minneapolis Park and Recreation Board, Minnehaha Creek Watershed District, and SouthWest Transit.

Southwest LRT is also part of the Corridors of Opportunity Initiative, which is changing the way transitway projects are developed in the Twin Cities in order to realize the greatest possible economic and environmental benefits for the region.

www.southwesttransitway.org





Grab a beer, a beet or baseball

Royalston Station brings you to the edge of everything downtown has to offer.

The station is located within walking distance of the Minneapolis Farmer's Market, Target Field and Fulton Brewery, as well as the Hennepin Theater District.

The surrounding area includes various government facilities and educational campuses, including Minneapolis Community and Technical College and Metropolitan State University. The sprawling mixed-income neighborhood Heritage Park is also nearby.

Future development makes this a prime location for downtown-style residential and commercial developments with an industrial backdrop.



Target Field, home of the Minnesota Twins, is a new civic landmark totaling one million square feet, with seating for approximately 40,000.

Fast facts

Population	4,500
Households	2,094
Employment	20,004

Population, Household, and Employment figures are within a half mile of the station stop.

For more information, visit www.minneapolismn.gov

www.southwesttransitway.org

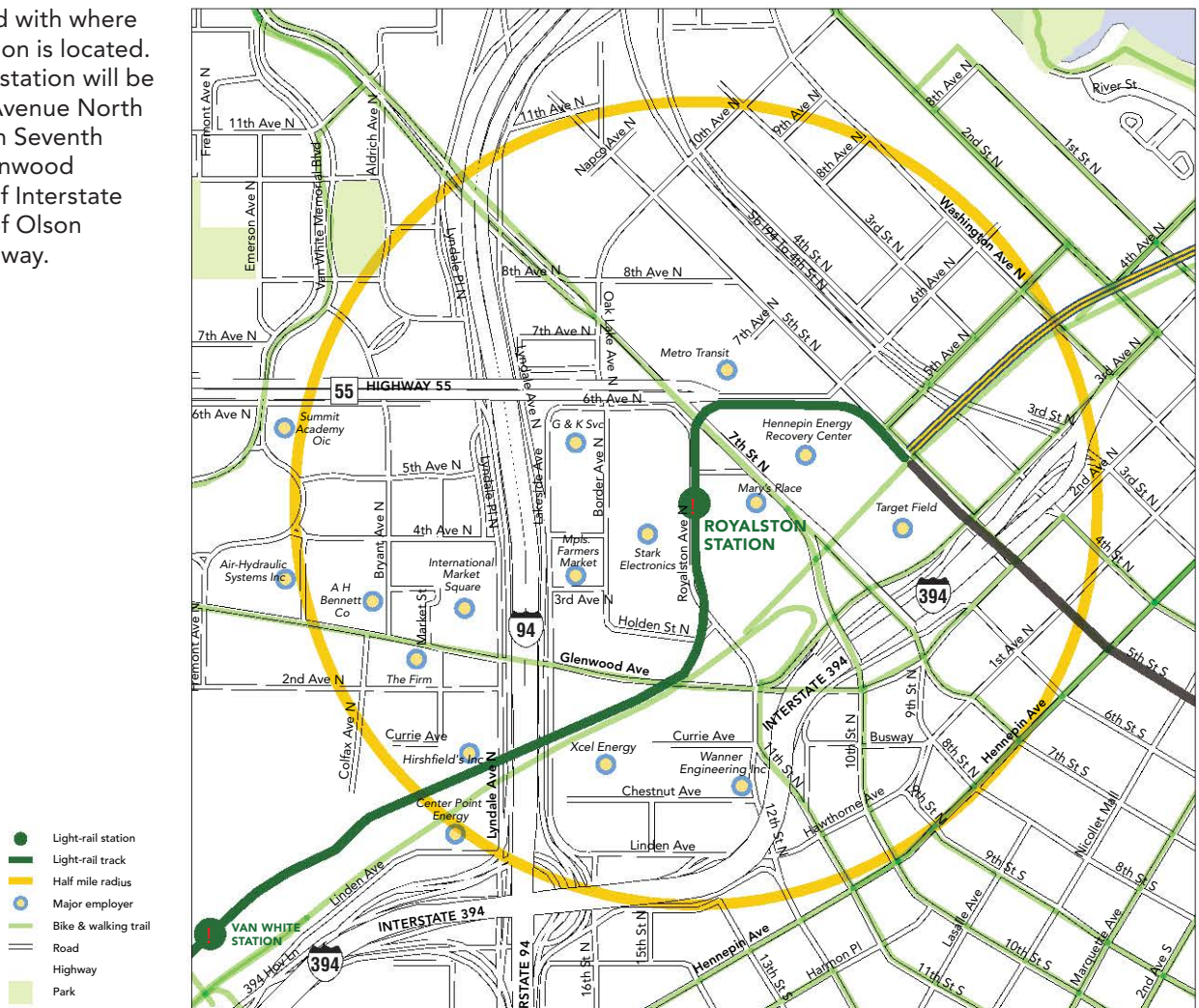


Royalston Station

METRO Green Line extension

December 2012

Get acquainted with where Royalston Station is located. The proposed station will be on Royalston Avenue North between North Seventh Street and Glenwood Avenue, east of Interstate 94 and south of Olson Memorial Highway.



The METRO Green Line Extension is a 15-mile light-rail line consisting of 17 stations running from Eden Prairie to downtown Minneapolis. Scheduled to open in 2018, this light-rail line is projected to serve 30,000 riders daily by 2030, and is the next step in building out a regional transportation system that will connect you wherever you want to go.



	METRO Blue Line (LRT): Open
	METRO Green Line (LRT): 2014
	METRO Green Line extension
	Regional Multimodal Station
	Northstar Line (commuter rail)



www.southwesttransitway.org





Accessing the potential

Van White Station is prime for urban redevelopment.

The station is located within 75 acres of undeveloped property owned by the City of Minneapolis, as well as the Parade Athletic Fields, Parade Ice Garden and the Bryn Mawr Meadows.

The surrounding area includes the Dunwoody College of Technology, Minneapolis Sculpture Garden, Walker Art Center and the Bassett Creek Valley, and the Minneapolis neighborhoods of Bryn Mawr, Harrison, Lowry Hill and Kenwood.

Future development will combine high-density office and multi-family residential uses.

Fast facts

Population	1,105
Households	679
Employment	5,028

Population, Household, and Employment figures are within a half mile of the station stop.



Dunwoody College of Technology is the only non-profit, technical college in the Upper Midwest and one of only three nationwide. Photo from Dunwoody College of Technology

For more information, visit www.minneapolismn.gov

www.southwesttransitway.org

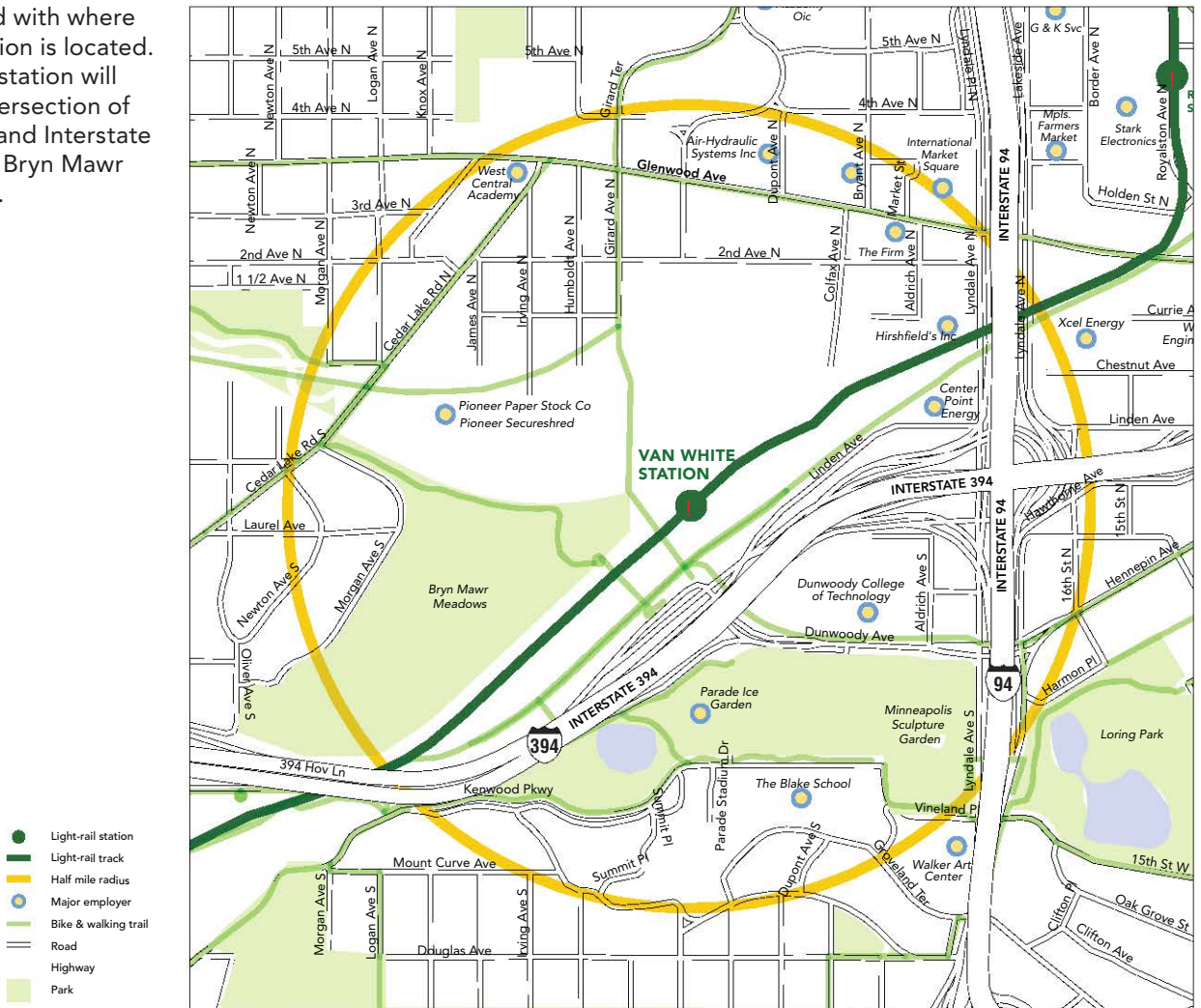


Van White Station

METRO Green Line extension

December 2012

Get acquainted with where Van White Station is located. The proposed station will be near the intersection of Interstate 394 and Interstate 94, just east of Bryn Mawr Meadows Park.



The METRO Green Line Extension is a 15-mile light-rail line consisting of 17 stations running from Eden Prairie to downtown Minneapolis. Scheduled to open in 2018, this light-rail line is projected to serve 30,000 riders daily by 2030, and is the next step in building out a regional transportation system that will connect you wherever you want to go.



- METRO Blue Line (LRT): Open
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- Regional Multimodal Station
- Northstar Line (commuter rail)



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Travel to, or through, our valley

Penn Station is a valley amidst the concrete.

The station is located in a scenic valley within easy access to the Bryn Mawr neighborhood and the Chain of Lakes.

The surrounding area includes Cedar Lake Park; employers along Wayzata Boulevard; and retail services clustered around the intersection of Penn Avenue and Cedar Lake Road.

Future access to the station will be via a bridge from the northern bluff, where mid- to high-density development is expected. Strong bicycle and pedestrian connections will encourage station use from the Bryn Mawr neighborhood on both sides of Interstate 394.



The Cedar Lake Bike Trail is a multi-use paved trail stretching nearly five miles, from Hopkins to downtown Minneapolis.

Fast facts

Population	2,540
Households	1,073
Employment	891

Population, Household, and Employment figures are within a half mile of the station stop.

For more information, visit www.minneapolismn.gov

www.southwesttransitway.org

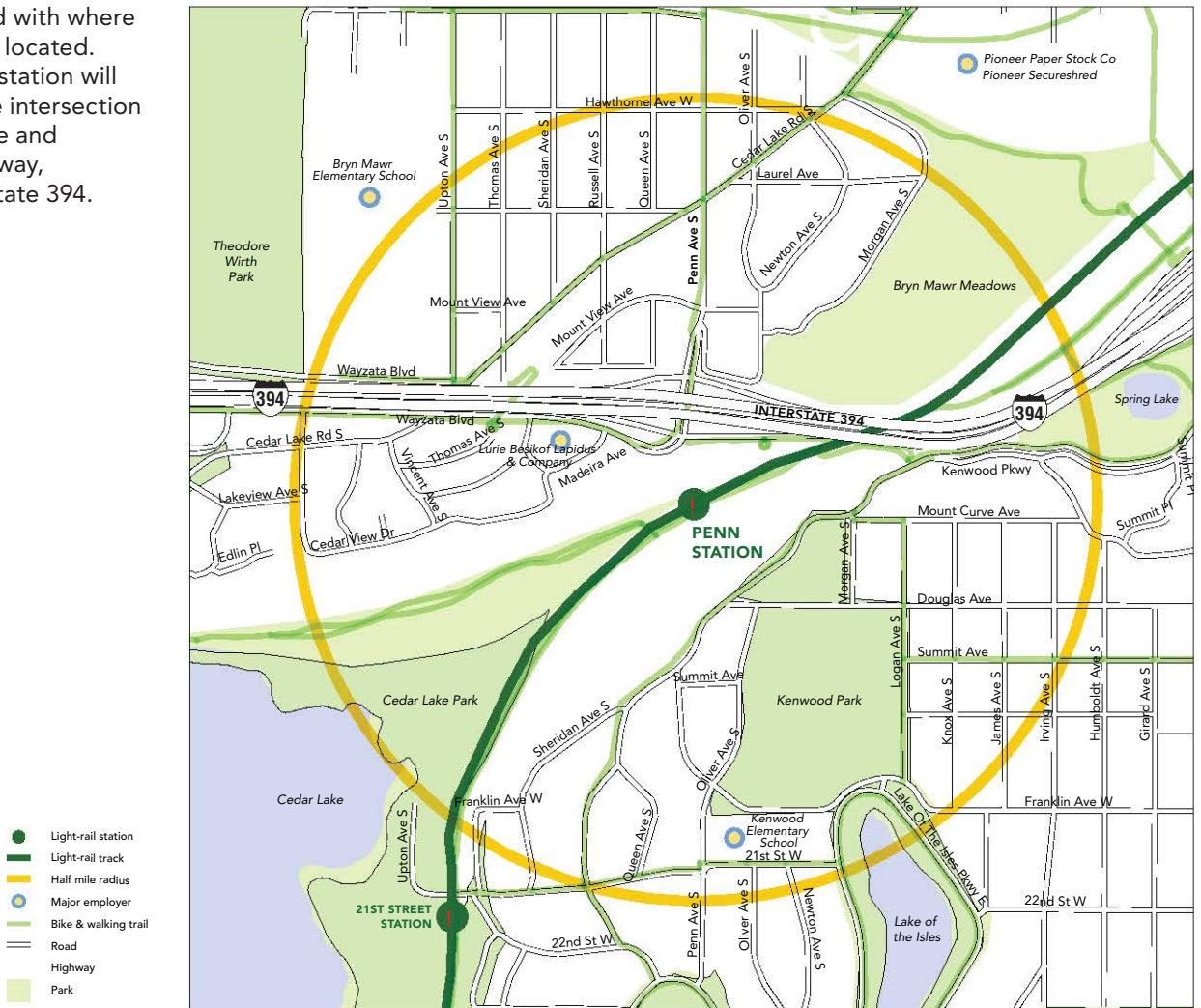


Penn Station

METRO Green Line extension

December 2012

Get acquainted with where Penn Station is located. The proposed station will be north of the intersection of Penn Avenue and Kenwood Parkway, south of Interstate 394.



The METRO Green Line Extension is a 15-mile light-rail line consisting of 17 stations running from Eden Prairie to downtown Minneapolis. Scheduled to open in 2018, this light-rail line is projected to serve 30,000 riders daily by 2030, and is the next step in building out a regional transportation system that will connect you wherever you want to go.



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	Regional Multimodal Station
	Northstar Line (commuter rail)



www.southwesttransitway.org





Stroll along the Isles

21st Street Station lets you escape to the Chain of Lakes and Grand Rounds.

The station is located between Cedar Lake and Lake of the Isles, in a historic neighborhood.

The surrounding area includes Kenwood Park, East Cedar Beach and Kenwood Elementary school.

Future development is not envisioned around this station; rather, the focus will be on creating a neighborhood walk-up station.

Fast facts

Population	1,529
Households	608
Employment	143

Population, Household, and Employment figures are within a half mile of the station stop.



Minnesota is known for its lakes, and Cedar Lake Beach is the perfect spot to spread out your towel and relax with a book, or splash in the water.

For more information, visit www.minneapolismn.gov

www.southwesttransitway.org

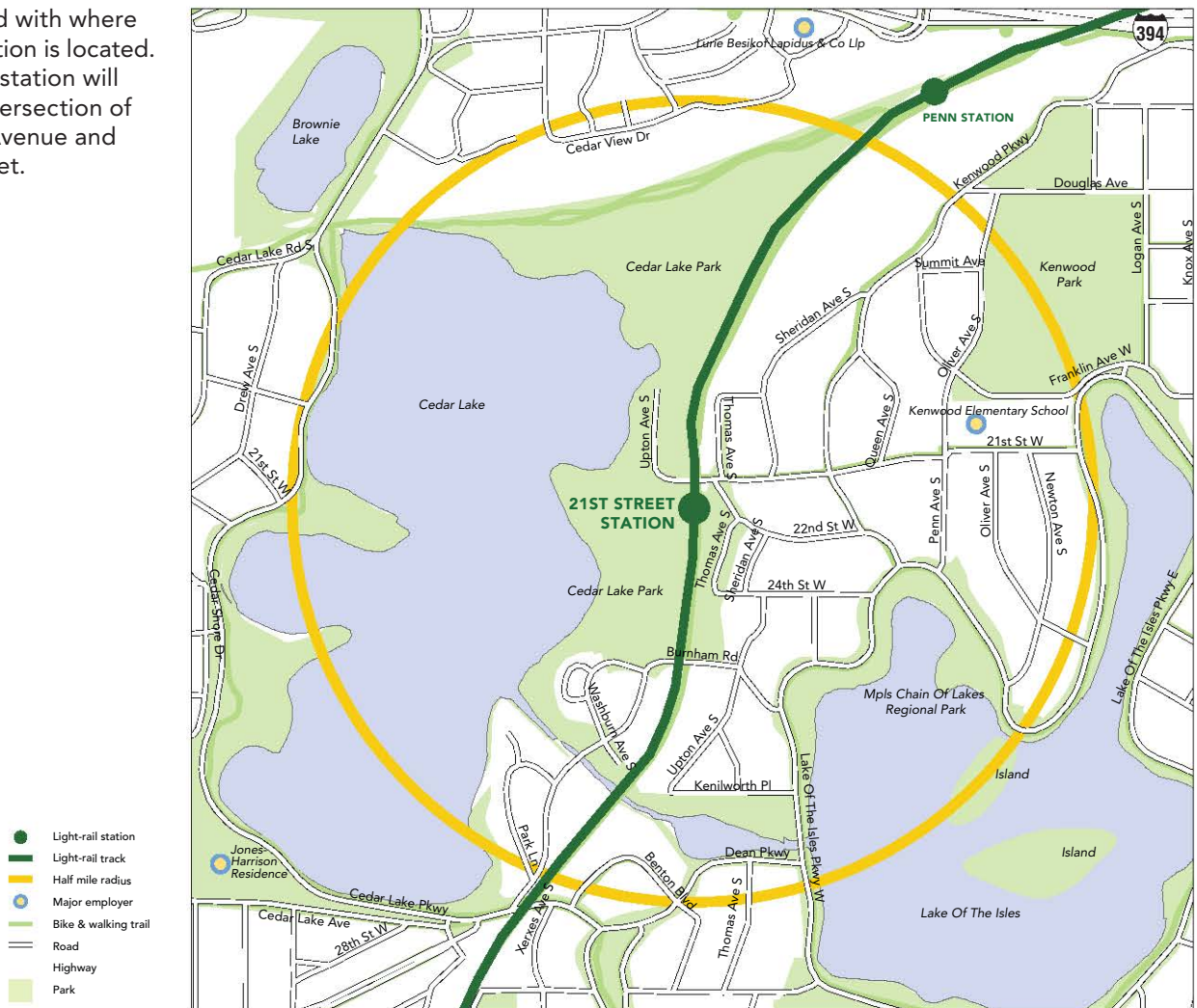


21st Street Station

METRO Green Line extension

December 2012

Get acquainted with where 21st Street Station is located. The proposed station will be near the intersection of South Upton Avenue and West 21st Street.



The METRO Green Line Extension is a 15-mile light-rail line consisting of 17 stations running from Eden Prairie to downtown Minneapolis. Scheduled to open in 2018, this light-rail line is projected to serve 30,000 riders daily by 2030, and is the next step in building out a regional transportation system that will connect you wherever you want to go.



	METRO Blue Line (LRT): Open
	METRO Green Line (LRT): 2014
	METRO Green Line extension
	Regional Multimodal Station
	Northstar Line (commuter rail)



www.southwesttransitway.org





Seat yourself with us

West Lake Station will accent a bustling corner of restaurants, stores and offices.

The station is located at Calhoun Commons and Calhoun Village, home to Rustica, Punch Pizza, Burger Jones and other popular restaurants, as well as small shops and a fitness center.

The surrounding area is home to several office buildings, including Lake Calhoun Executive Center, Lake Pointe Corporate Center and the Fairview Uptown Clinic.

Future development will expand the current mixed-use, urban environment with infill residential and mixed-use opportunities. Enhanced transit service on the Midtown Greenway or Lake Street will provide a connection between here and the Lake Street Station on the METRO Blue Line (Hiawatha).



The West Lake station area has all the small shops and amenities you're looking for in the heart of Minneapolis.

Fast facts

Population	4,493
Households	2,720
Employment	2,709

Population, Household, and Employment figures are within a half mile of the station stop.

For more information, visit www.minneapolismn.gov

www.southwesttransitway.org

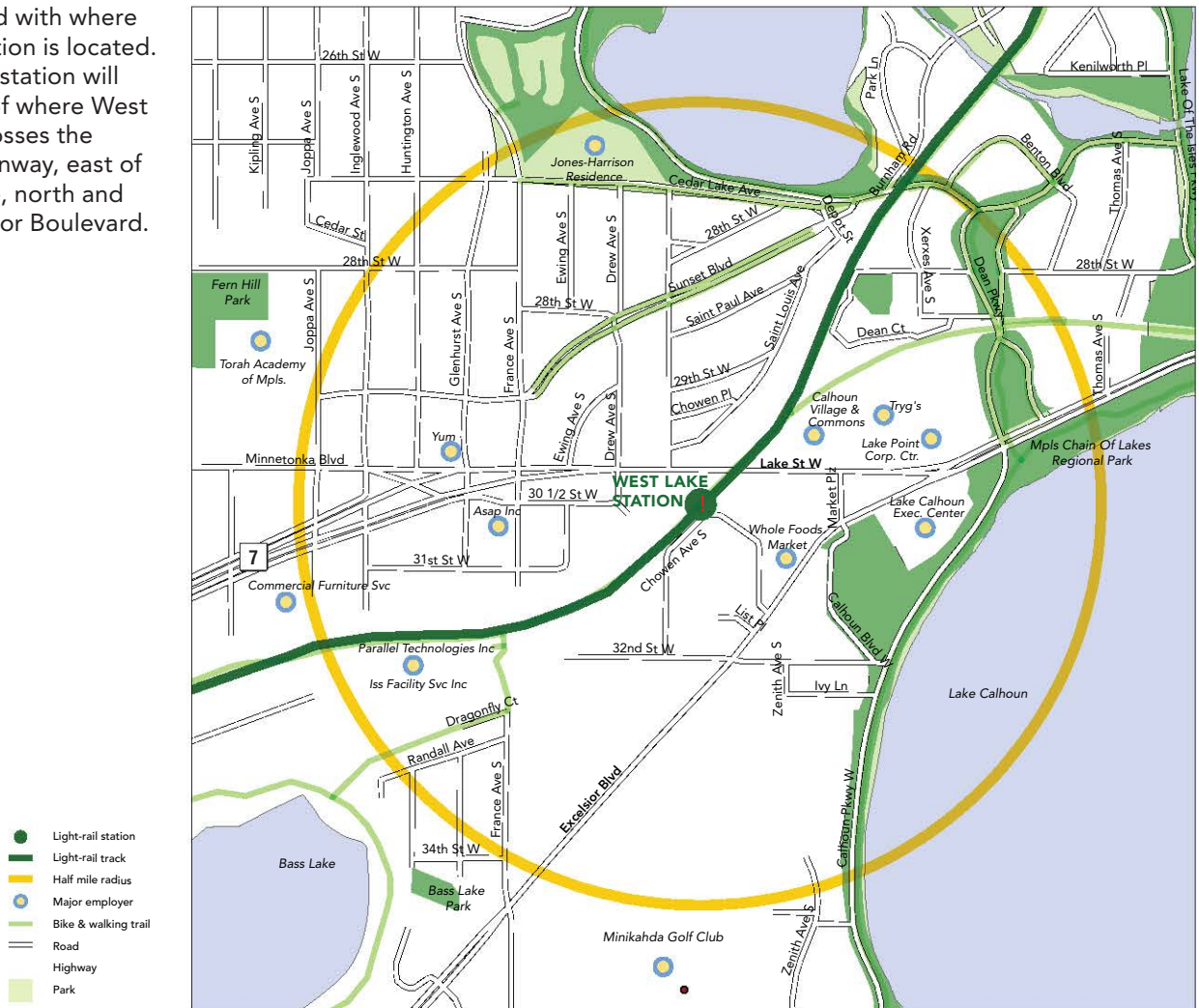


West Lake Station

METRO Green Line extension

December 2012

Get acquainted with where West Lake Station is located. The proposed station will be just south of where West Lake Street crosses the Midtown Greenway, east of France Avenue, north and west of Excelsior Boulevard.



The METRO Green Line Extension is a 15-mile light-rail line consisting of 17 stations running from Eden Prairie to downtown Minneapolis. Scheduled to open in 2018, this light-rail line is projected to serve 30,000 riders daily by 2030, and is the next step in building out a regional transportation system that will connect you wherever you want to go.



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	Regional Multimodal Station
	Northstar Line (commuter rail)



www.southwesttransitway.org





Mixing up more than Bundt cake

Beltline Station has all the right ingredients.

The station is located in a successful business park, including Nordic Ware, producers of the world-famous Bundt pan.

The station area is home to more than 10,000 jobs, the St. Louis Park municipal campus, the Melrose Institute and Excelsior & Grand with its many shops and restaurants. Multiple recreational facilities and amenities are also nearby, including Carpenter Park, Skippy Field, Wolfe Park, St. Louis Park Recreation Center and the 60-acre wetland complex Bass Lake Preserve.

Future development will include business-oriented redevelopment, mixed-use development and mid- to high-density housing near the parks.



Nordic Ware, the family-owned, American manufacturer of kitchenware products, was established in 1946.

Fast facts

Population	3,728
Households	2,271
Employment	2,714

Population, Household, and Employment figures are within a half mile of the station stop.

For more information, visit www.stlouispark.org

www.southwesttransitway.org

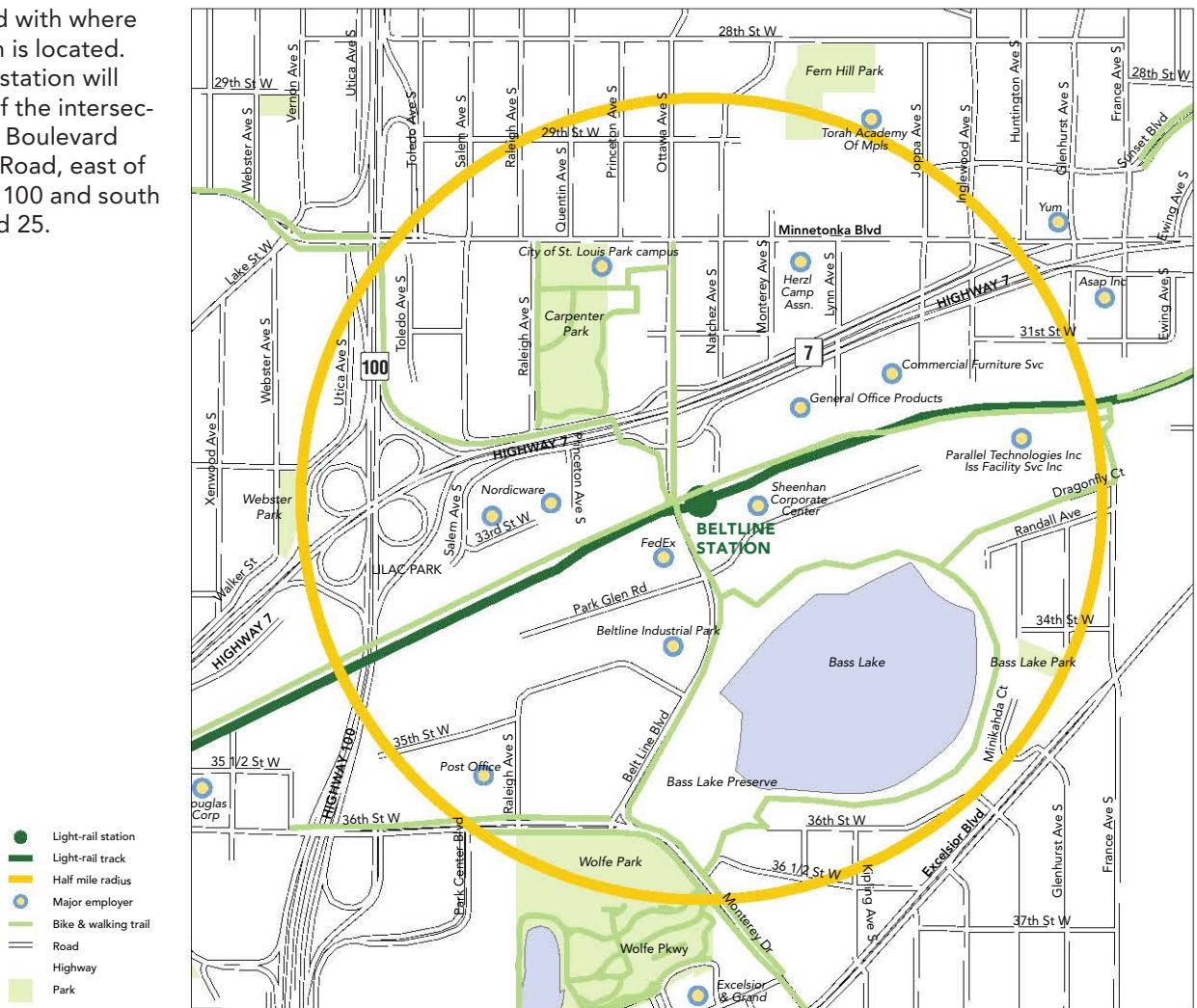


Beltline Station

METRO Green Line extension

December 2012

Get acquainted with where Beltline Station is located. The proposed station will be northeast of the intersection of Beltline Boulevard and Park Glen Road, east of State Highway 100 and south of County Road 25.



The METRO Green Line Extension is a 15-mile light-rail line consisting of 17 stations running from Eden Prairie to downtown Minneapolis. Scheduled to open in 2018, this light-rail line is projected to serve 30,000 riders daily by 2030, and is the next step in building out a regional transportation system that will connect you wherever you want to go.



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	Northstar Line (commuter rail)



www.southwesttransitway.org



1236

30-00X-01-12



Transforming the surroundings

Wooddale Station has spent the last decade transforming into a hip transit village.

The station is located among more than 750 condos, apartments and senior housing units, as well as 45,000 square feet of retail space.

The surrounding area includes St. Louis Park High School, Park Spanish Immersion Elementary School and the Central Community Center. The nearby Depot Coffee House is located in the Milwaukee Road Depot, which is listed on the National Register of Historic Places.

Future development will include prioritizing public art around the station area, connecting the arts corridor of 36th Street West from the station to Bass Lake Preserve on the east.



TowerLight on Wooddale Avenue is an innovatively designed senior living community located in the heart of St. Louis Park.

Fast facts

Population	2,469
Households	1,252
Employment	3,168

Population, Household, and Employment figures are within a half mile of the station stop.

For more information, visit www.stlouispark.org

www.southwesttransitway.org

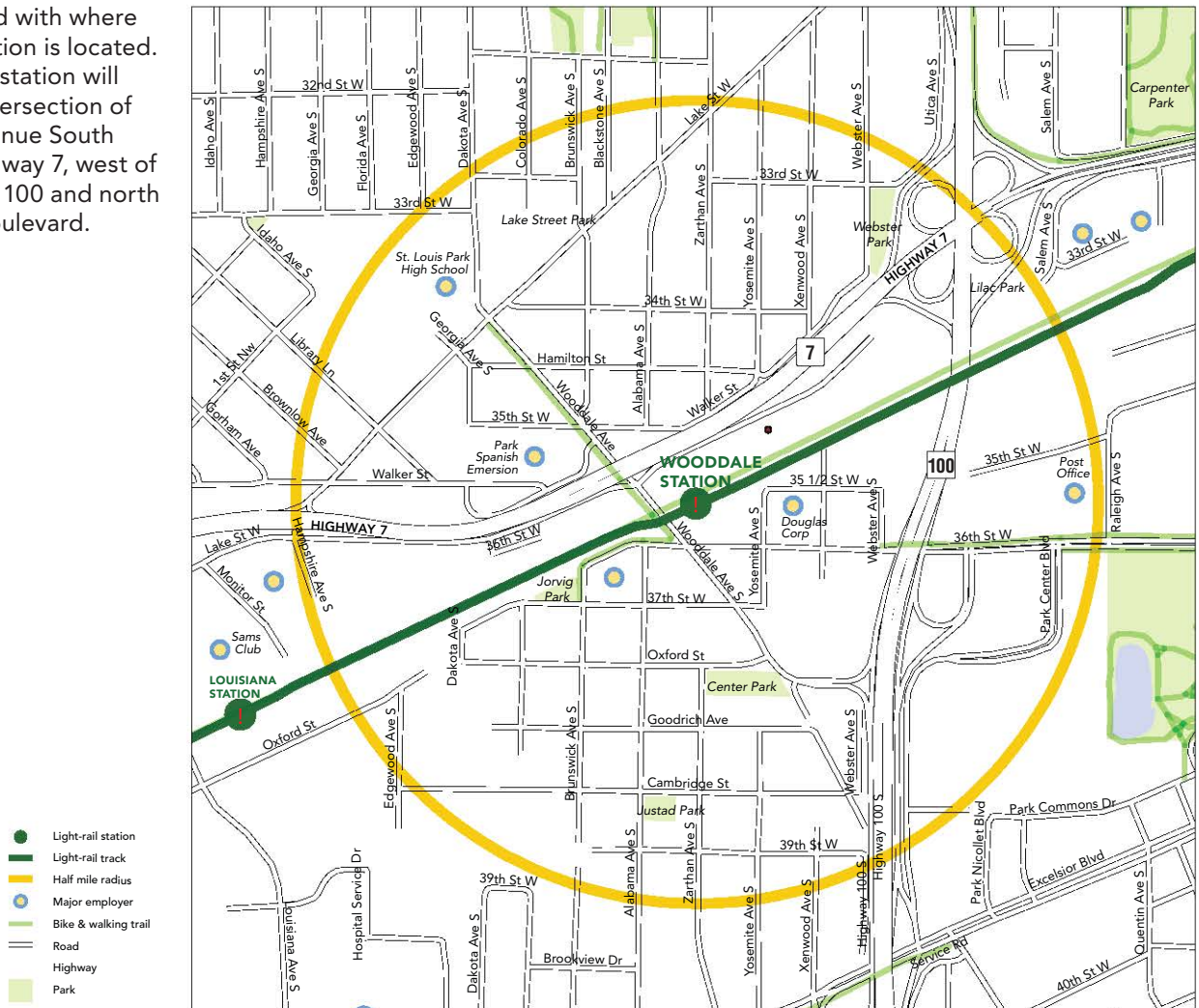


Wooddale Station

METRO Green Line extension

December 2012

Get acquainted with where Wooddale Station is located. The proposed station will be near the intersection of Wooddale Avenue South and State Highway 7, west of State Highway 100 and north of Excelsior Boulevard.



The METRO Green Line Extension is a 15-mile light-rail line consisting of 17 stations running from Eden Prairie to downtown Minneapolis. Scheduled to open in 2018, this light-rail line is projected to serve 30,000 riders daily by 2030, and is the next step in building out a regional transportation system that will connect you wherever you want to go.



	METRO Blue Line (LRT): Open
	METRO Green Line (LRT): 2014
	METRO Green Line extension
	Regional Multimodal Station
	Northstar Line (commuter rail)



www.southwesttransitway.org



1238

30-00X-01-12



Taking care of the community

Louisiana Station is home to the regional medical center Park Nicollet-Methodist Hospital. Thousands of people are employed at the hospital, and thousands more benefit from their care.

The station is located in a center of light industrial and big-box retail uses, such as Japs-Olson and the corporate headquarters of Construction Materials, Inc.

The surrounding area includes single and multi-family residential areas, including Meadowbrook Apartments. You can even access the trails and canoe or fish at nearby Minnehaha Creek.

Future development will be driven by the station's proximity to the hospital, including healthcare, offices and possibly hotels. New, moderate-density residential development is also envisioned.



Meadowbrook, a large apartment complex along Excelsior Boulevard, was built around 1950. When constructed, it was the largest multi-family complex in the Midwest.

Fast facts

Population	2,316
Households	1,145
Employment	7,263

Population, Household, and Employment figures are within a half mile of the station stop.

For more information, visit www.stlouispark.org

www.southwesttransitway.org

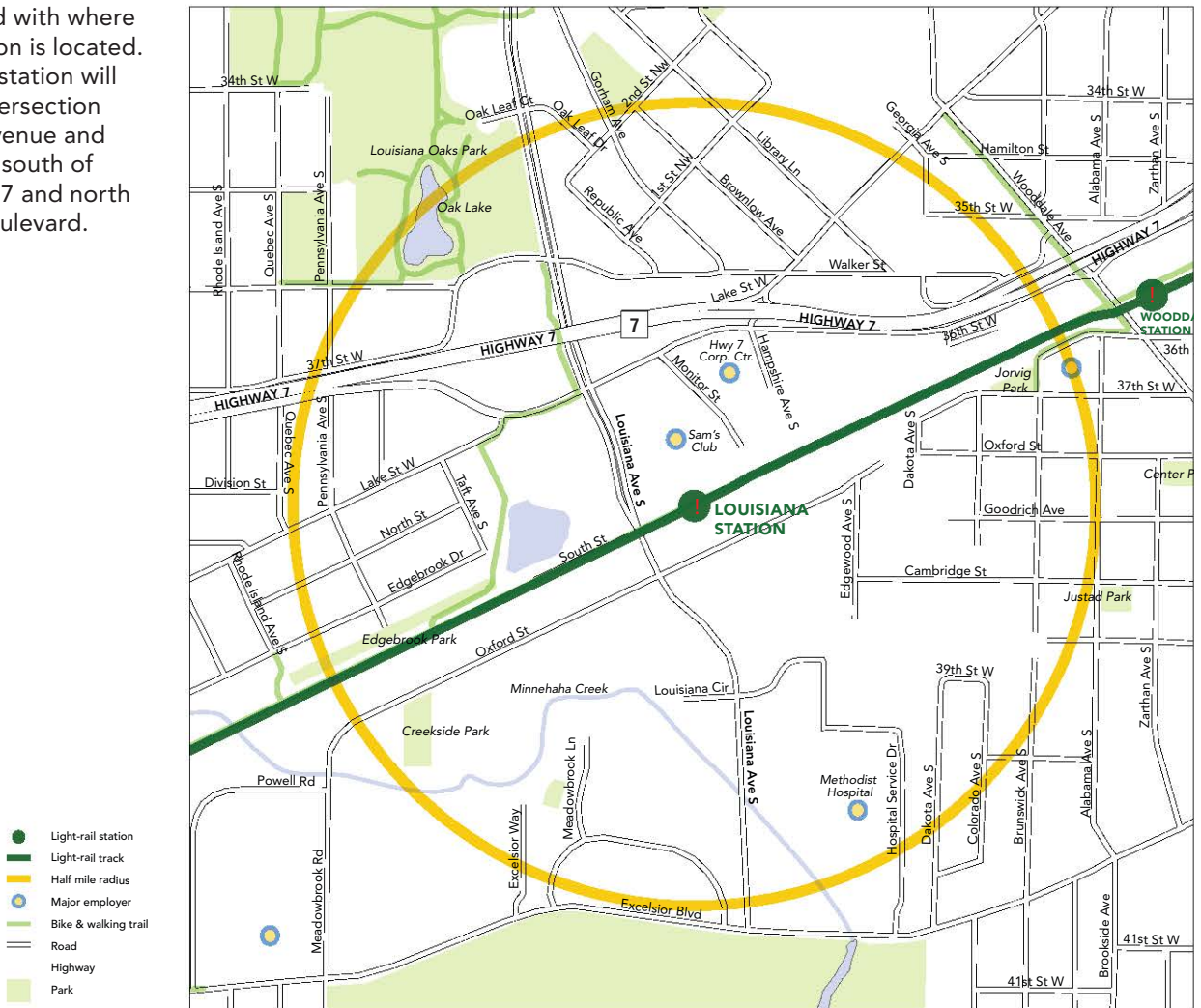


Louisiana Station

METRO Green Line extension

December 2012

Get acquainted with where Louisiana Station is located. The proposed station will be near the intersection of Louisiana Avenue and Oxford Street, south of State Highway 7 and north of Excelsior Boulevard.



The METRO Green Line Extension is a 15-mile light-rail line consisting of 17 stations running from Eden Prairie to downtown Minneapolis. Scheduled to open in 2018, this light-rail line is projected to serve 30,000 riders daily by 2030, and is the next step in building out a regional transportation system that will connect you wherever you want to go.



- METRO Blue Line (LRT): Open
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www.southwesttransitway.org

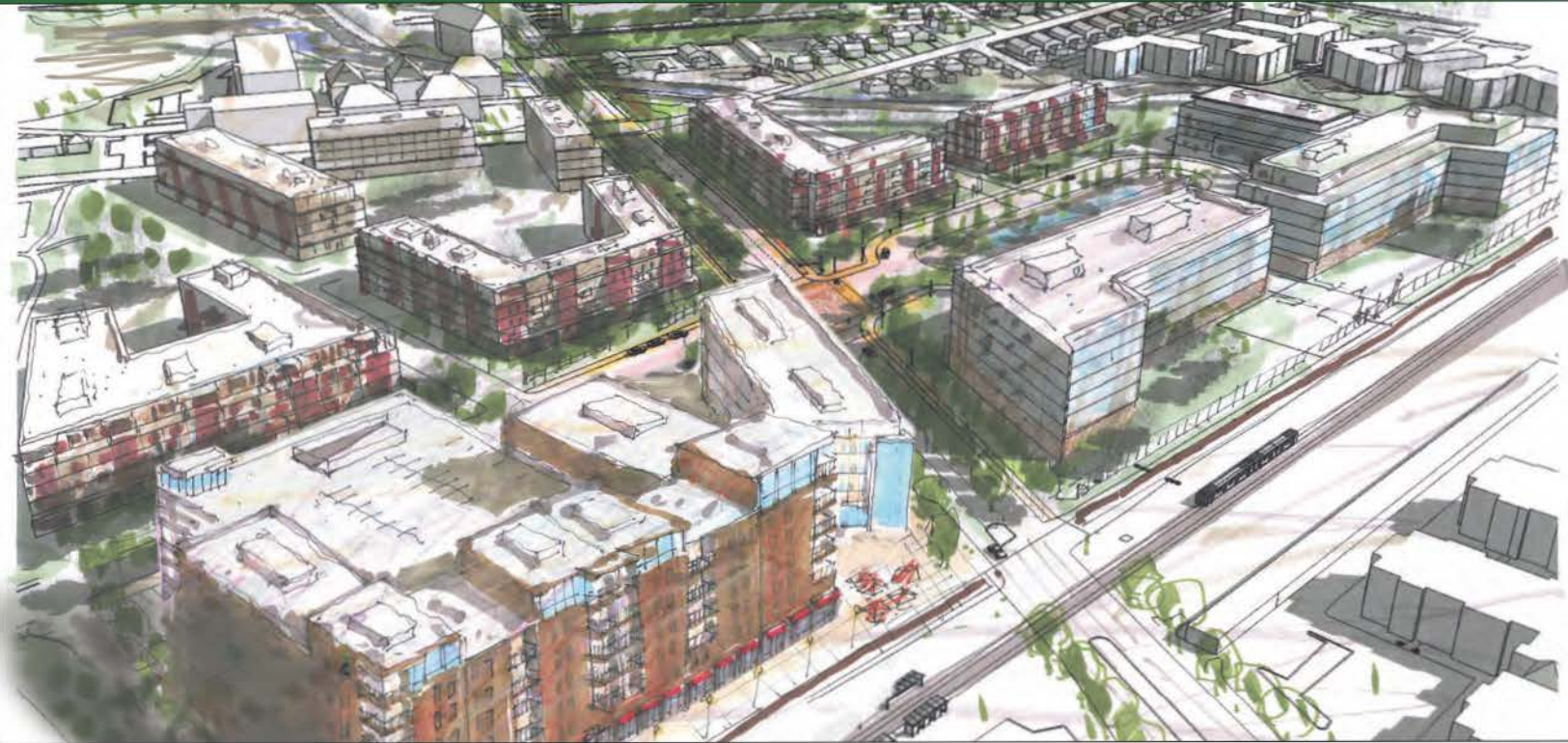


1240

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Blake Station

METRO Green Line extension



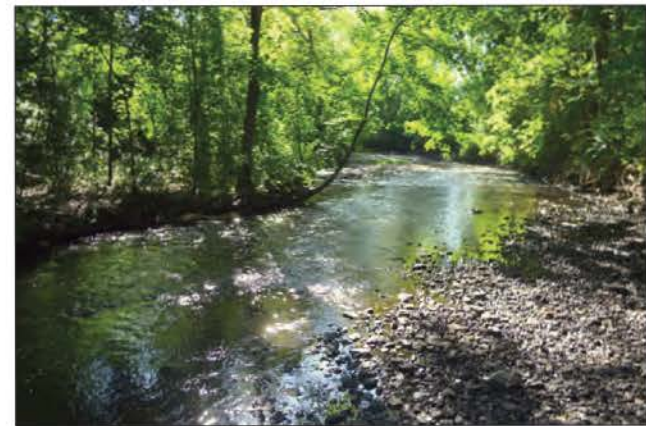
Diverse and always evolving

Blake Road station is situated in an urban corridor made up of diverse residents, natural amenities, and development opportunities.

The station is located within a corridor that has 90 percent rental housing with large immigrant population clusters.

The surrounding area includes parks, The Blake School, Jacobs Trading, EDCO, destination businesses like Pizza Luce, 43 Hoops Basketball Academy and Fastenal, as well as a 17-acre parcel ready for redevelopment.

Future development is already underway, with a major park redesign and expansion taking place just north of the station. South of the station lies a collection of one-story commercial strip centers and industrial buildings.



Minnehaha Creek first appeared on a map in 1823. Plans are underway to restore a 3,000-foot stretch of the creek from Louisiana Avenue to Meadowbrook Road.

Fast facts

Population	5,395
Households	2,443
Employment	2,093

Population, Household, and Employment figures are within a half mile of the station stop.

For more information, visit www.hopkinsmn.com

www.southwesttransitway.org

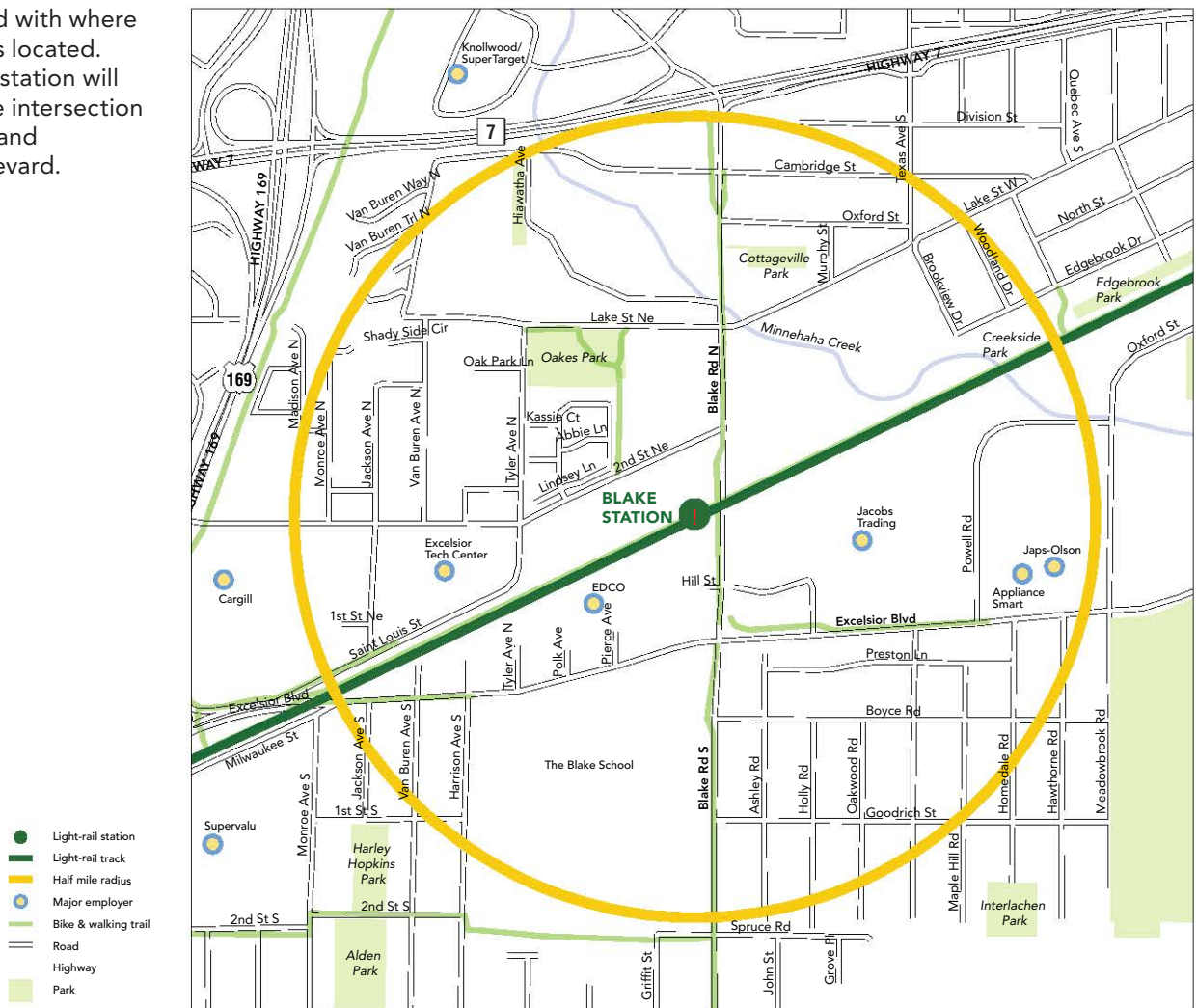


Blake Station

METRO Green Line extension

December 2012

Get acquainted with where Blake Station is located. The proposed station will be north of the intersection of Blake Road and Excelsior Boulevard.



The METRO Green Line Extension is a 15-mile light-rail line consisting of 17 stations running from Eden Prairie to downtown Minneapolis. Scheduled to open in 2018, this light-rail line is projected to serve 30,000 riders daily by 2030, and is the next step in building out a regional transportation system that will connect you wherever you want to go.



- METRO Blue Line (LRT): Open
- METRO Green Line (LRT): 2014
- METRO Green Line extension
- Regional Multimodal Station
- Northstar Line (commuter rail)



www.southwesttransitway.org



1242

30-00X-01-12



Mainstreet charm in the urban backyard

Hopkins Station offers small town charm along Mainstreet while metropolitan amenities remain nearby.

The station is located in a city grid with multiple redevelopment opportunities for transit oriented development, and plans for improved connections to the adjacent regional trails, pedestrian amenities and public place-making. Larger employers include the City of Hopkins, Hopkins Honda and Supervalu.

The surrounding area includes the ARtery, a two-block stretch of Eighth Avenue, with destinations like the Hopkins Center for the Arts. Walkable, bikeable, and infused with art, downtown Hopkins is a central neighborhood combining the business district with restaurants, shops and various types of housing.



Hopkins Center for the Arts is a focal point for culture and entertainment, within walking distance of several restaurants, antique and other shops and a movie theater complex.

Fast facts

Population	3,293
Households	1,730
Employment	5,194

Population, Household, and Employment figures are within a half mile of the station stop.

For more information, visit www.hopkinsmn.com

www.southwesttransitway.org

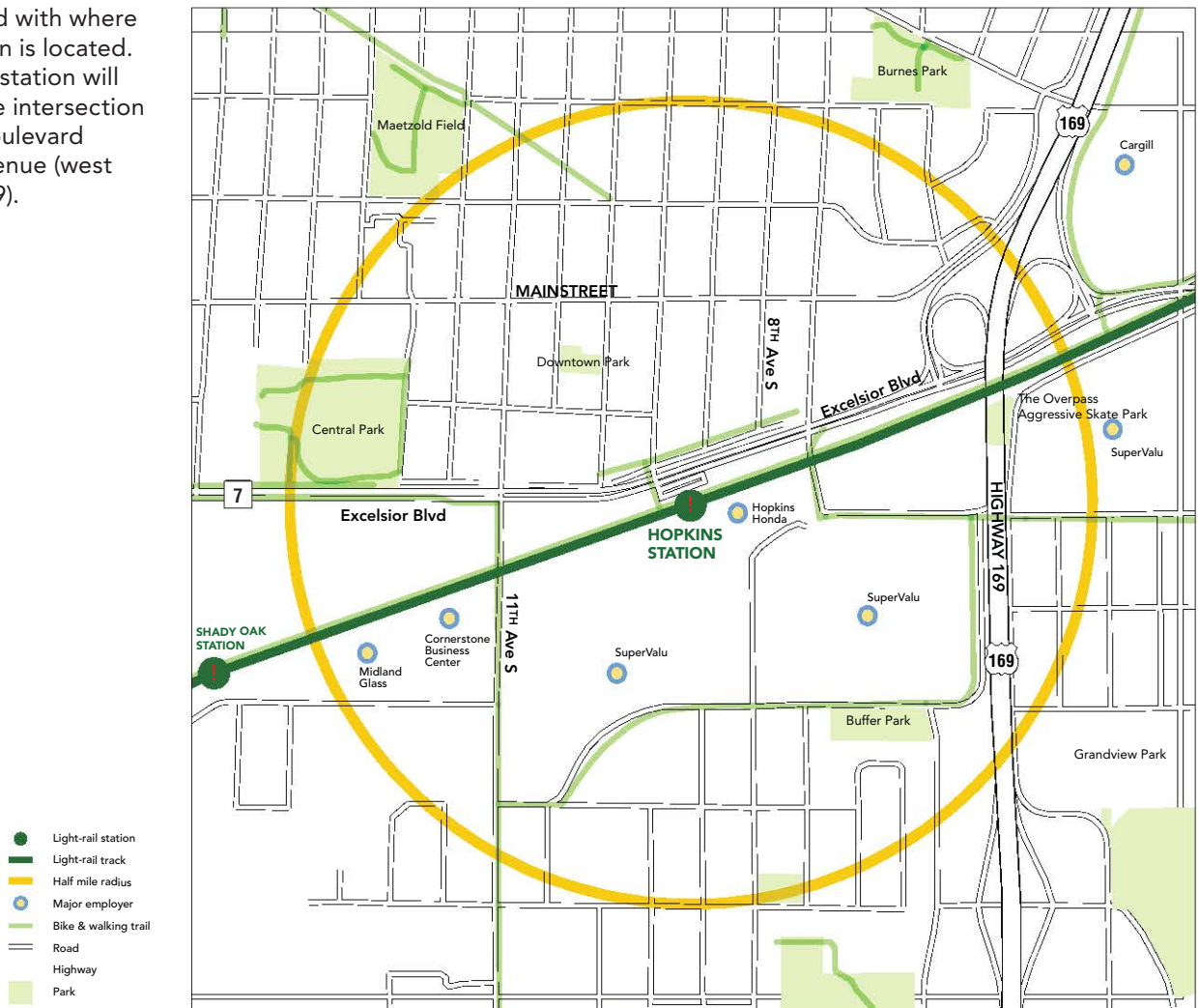


Hopkins Station

METRO Green Line extension

December 2012

Get acquainted with where Hopkins Station is located. The proposed station will be south of the intersection of Excelsior Boulevard and Eighth Avenue (west of Highway 169).



The METRO Green Line Extension is a 15-mile light-rail line consisting of 17 stations running from Eden Prairie to downtown Minneapolis. Scheduled to open in 2018, this light-rail line is projected to serve 30,000 riders daily by 2030, and is the next step in building out a regional transportation system that will connect you wherever you want to go.



For more information, visit www.stlouispark.org

	METRO Blue Line (LRT): Open
	METRO Green Line (LRT): 2014
	METRO Green Line extension
	Regional Multimodal Station
	Northstar Line (commuter rail)



www.southwesttransitway.org





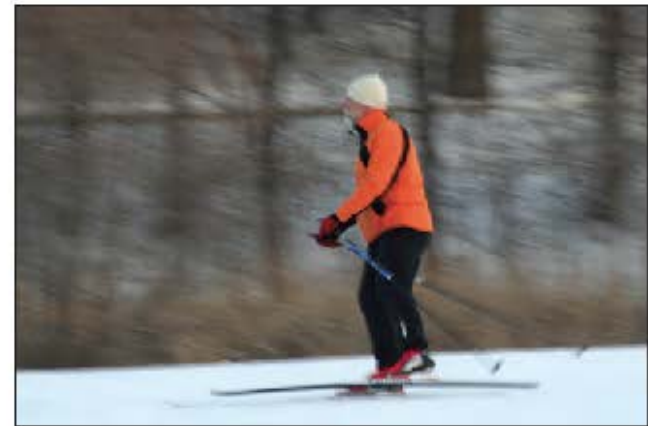
Seasonal destination

Shady Oak Station is positioned on the border of Hopkins and Minnetonka.

The station is located among large light-industrial parcels and surface parking areas which are landlocked, providing the opportunity to create new streets, sidewalks and trails.

The surrounding area includes the popular Shady Oak Beach Park, an 85-acre recreational area and beach in Minnetonka. Hopkins Pavilion and Central Park are also close.

Future development will gradually turn aging industrial uses to new residential and office developments, bringing better connectivity for pedestrians, bicyclists and automobiles.



Shady Oak Beach Park offers year-round activities for the entire family.

Fast facts

Population	887
Households	490
Employment	2,909

Population, Household, and Employment figures are within a half mile of the station stop.

For more information, visit:
www.hopkinsmn.com and www.eminnetonka.com

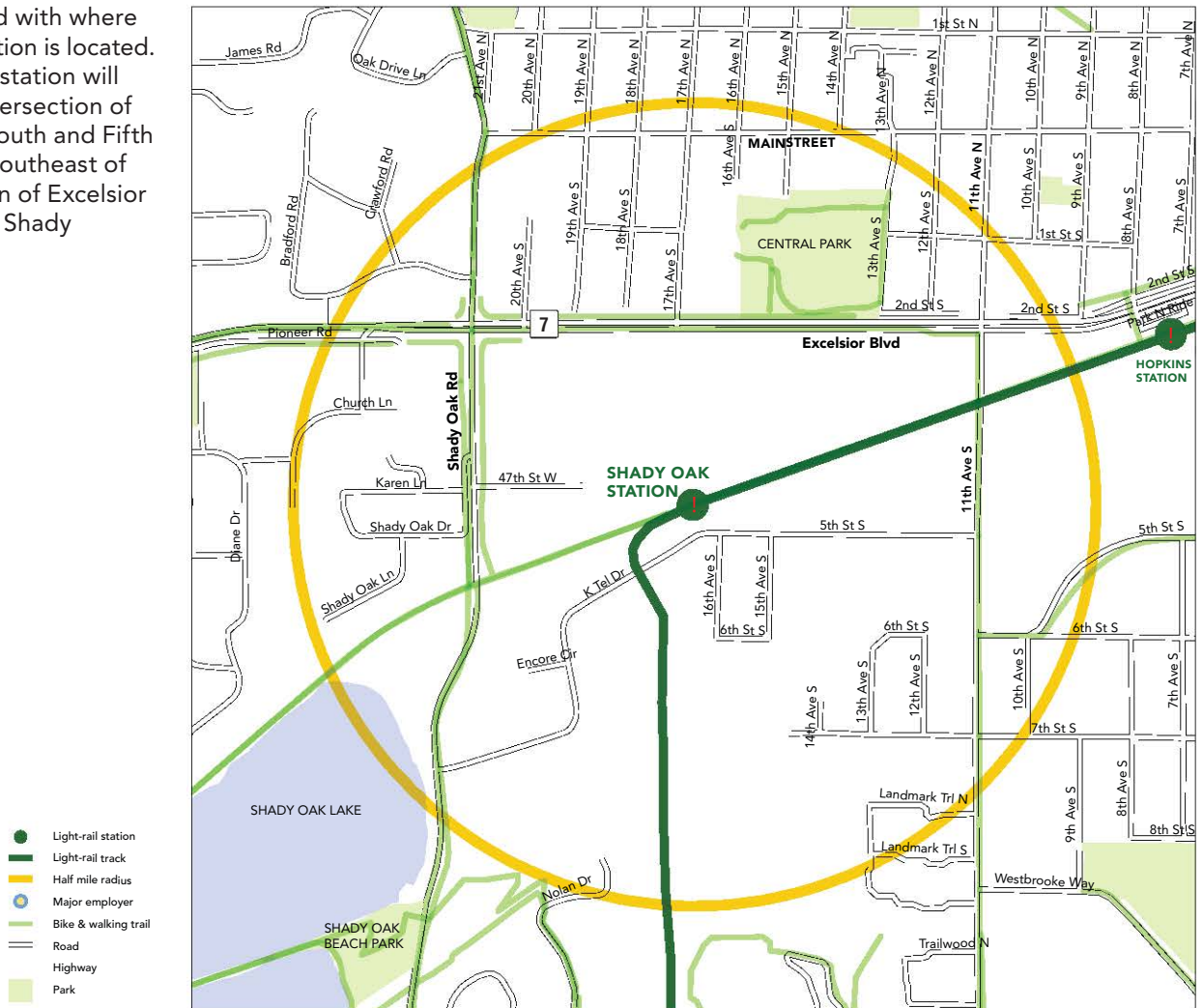
www.southwesttransitway.org

Shady Oak Station

METRO Green Line extension

December 2012

Get acquainted with where Shady Oak Station is located. The proposed station will be near the intersection of 16th Avenue South and Fifth Street South, southeast of the intersection of Excelsior Boulevard and Shady Oak Road.



The METRO Green Line Extension is a 15-mile light-rail line consisting of 17 stations running from Eden Prairie to downtown Minneapolis. Scheduled to open in 2018, this light-rail line is projected to serve 30,000 riders daily by 2030, and is the next step in building out a regional transportation system that will connect you wherever you want to go.



	METRO Blue Line (LRT): Open
	METRO Green Line (LRT): 2014
	METRO Green Line extension
	Regional Multimodal Station
	Northstar Line (commuter rail)



www.southwesttransitway.org





Step from the meeting room to meeting nature

Opus Station at Opus Business Park will connect to more than six miles of pedestrian and bicycle trails that are completely separated from the roadway, providing a park-like setting for local businesses.

The station is located at the center of a major employment center that is home to more than 12,000 jobs from the real estate, health care, medical device and technology industries. Opus, UnitedHealth Group, American Medical Systems and Comcast are some of the many corporations who have chosen to have offices here.

The surrounding area also includes multifamily apartments and condominiums in residential communities.



The metropolitan region is home to 19 Fortune 500 companies including UnitedHealth Group, whose corporate offices are located in Minnetonka.

Fast facts

Population	1,105
Households	679
Employment	5,028

Population, Household, and Employment figures are within a half mile of the station stop.

For more information, visit www.eminnetonka.com

www.southwesttransitway.org

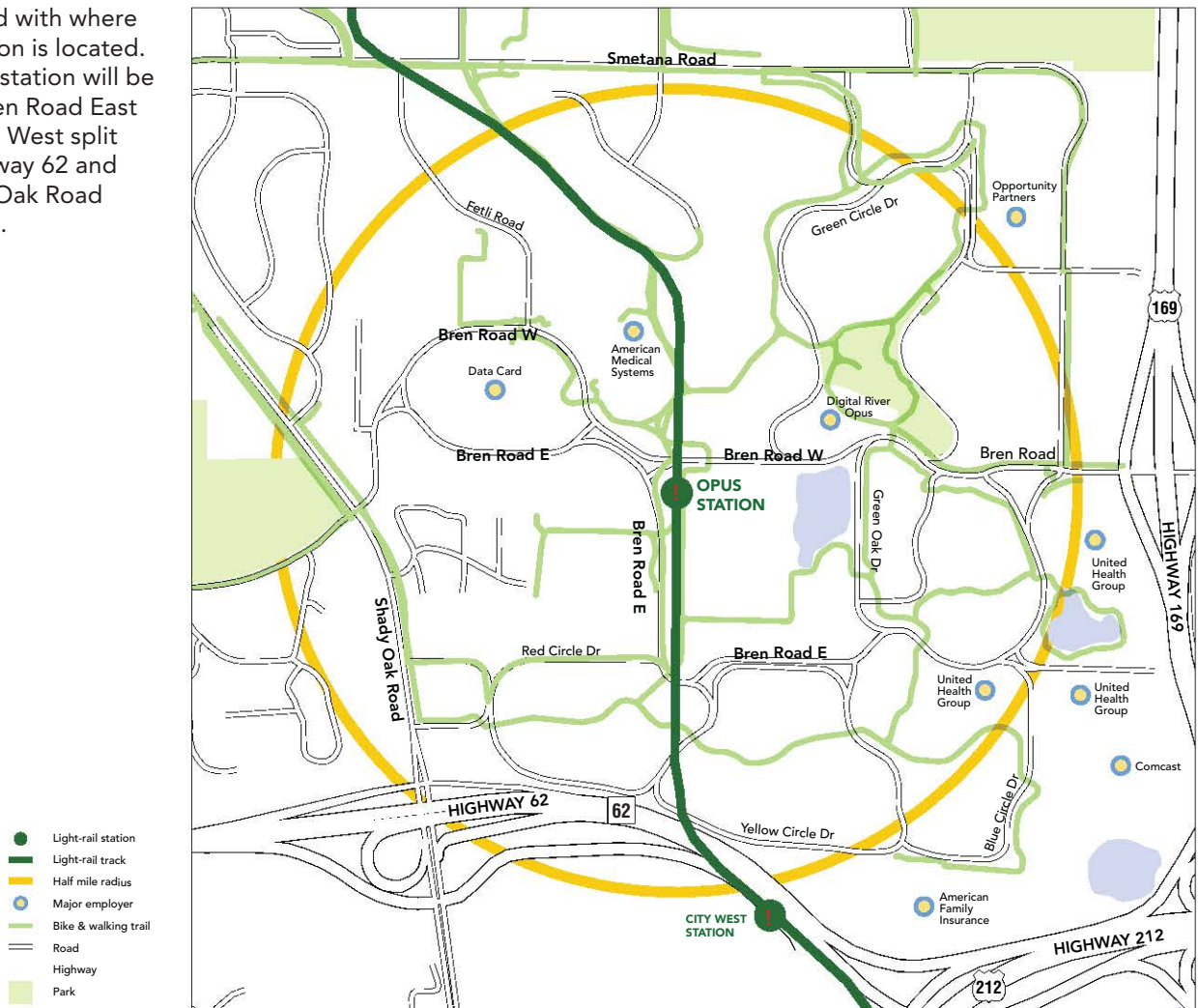


Opus Station

METRO Green Line extension

December 2012

Get acquainted with where the Opus Station is located. The proposed station will be near where Bren Road East and Bren Road West split (north of Highway 62 and east of Shady Oak Road in Minnetonka).



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www.southwesttransitway.org





Coverage you can count on

City West Station has you covered.

The station is located at the site of UnitedHealth Group's new corporate campus, as well as office development including American Family Insurance, Travel Leaders Group and LSS Data systems.

The surrounding area includes retail and restaurants within walking distance, as well as numerous wetland and natural areas.

Future development will include improvements to the street, trails and sidewalks, that will provide convenient and walkable access to the station for commuters and nearby residential and commercial developments. Retail and restaurant opportunities will likely be enhanced to serve the workforce.



The development taking shape in the area will only enhance this employment center.

Fast facts

Population	783
Households	374
Employment	5,515

Population, Household, and Employment figures are within a half mile of the station stop.

For more information, visit www.edenprairie.org

www.southwesttransitway.org

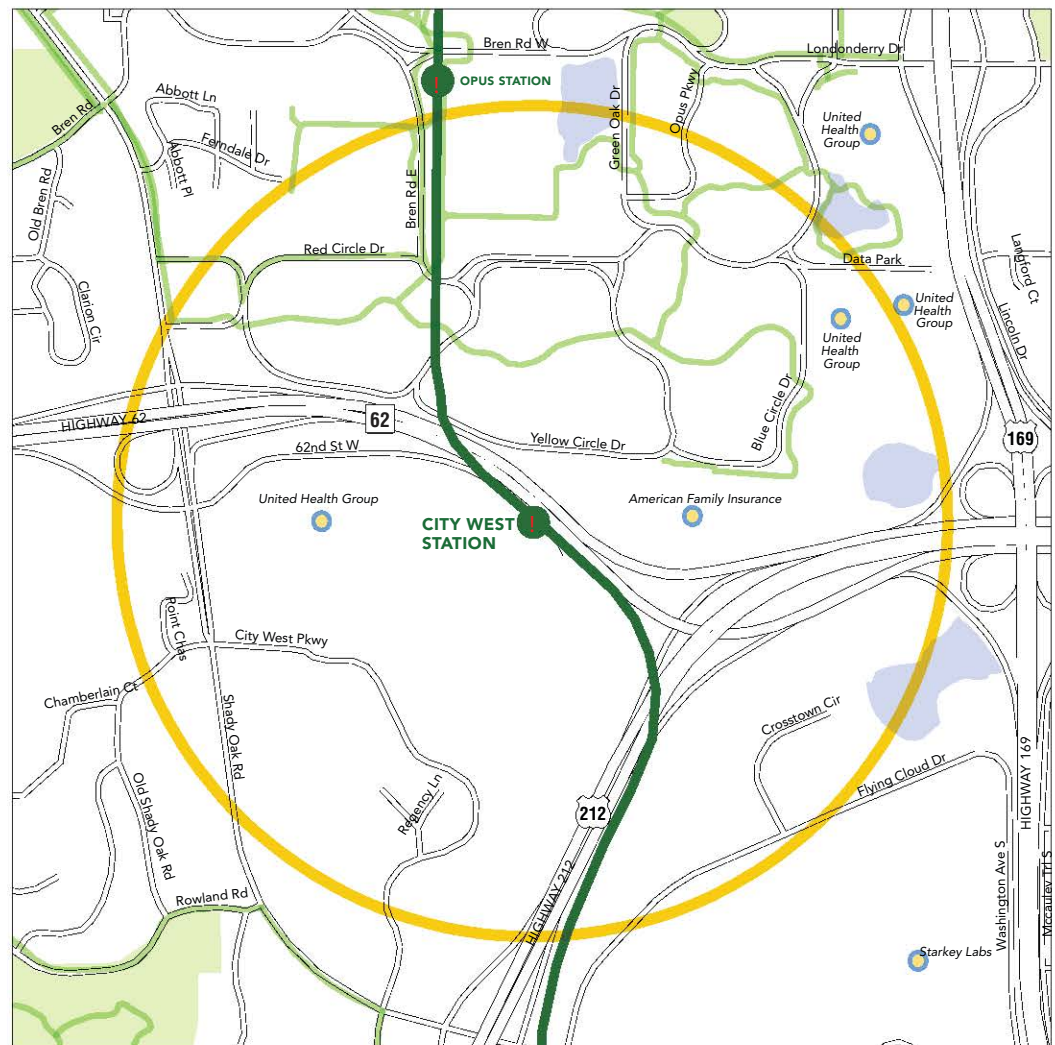


City West Station

METRO Green Line extension

December 2012

Get acquainted with where City West Station is located. The proposed station will be west of the intersection of US Highway 212 and State Highway 62, east of Shady Oak Road and west of US Highway 169.



- Light-rail station
- Light-rail track
- Half mile radius
- Major employer
- Bike & walking trail
- Road
- Highway
- Park

The METRO Green Line Extension is a 15-mile light-rail line consisting of 17 stations running from Eden Prairie to downtown Minneapolis. Scheduled to open in 2018, this light-rail line is projected to serve 30,000 riders daily by 2030, and is the next step in building out a regional transportation system that will connect you wherever you want to go.



- METRO Blue Line (LRT): Open
- METRO Green Line (LRT): 2014
- METRO Green Line extension
- Regional Multimodal Station
- Northstar Line (commuter rail)



www.southwesttransitway.org



Golden Triangle Station

METRO Green Line extension



Perfectly proportioned to serve the region

Golden Triangle Station is a major regional employment center with more than 20,000 jobs.

The station is located in 9.8 million square feet of industrial and office space for Supervalu Foods, Starkey Labs, Cigna and the Minnesota Vikings.

The surrounding area includes Nine Mile Creek and its scenic bluffs, trails and parks, including an off-leash dog area. The area is predominantly warehouse/distribution and manufacturing, with some multi-family residential buildings.

Future development is envisioned for the 200 acres of land adjacent to the proposed station, including housing, retail and office development, as well as preserving the natural beauty of Nine Mile Creek.



Fortune 500 company Supervalu calls the region home.

Fast facts

Population	421
Households	234
Employment	3,235

Population, Household, and Employment figures are within a half mile of the station stop.

For more information, visit www.edenprairie.org

www.southwesttransitway.org

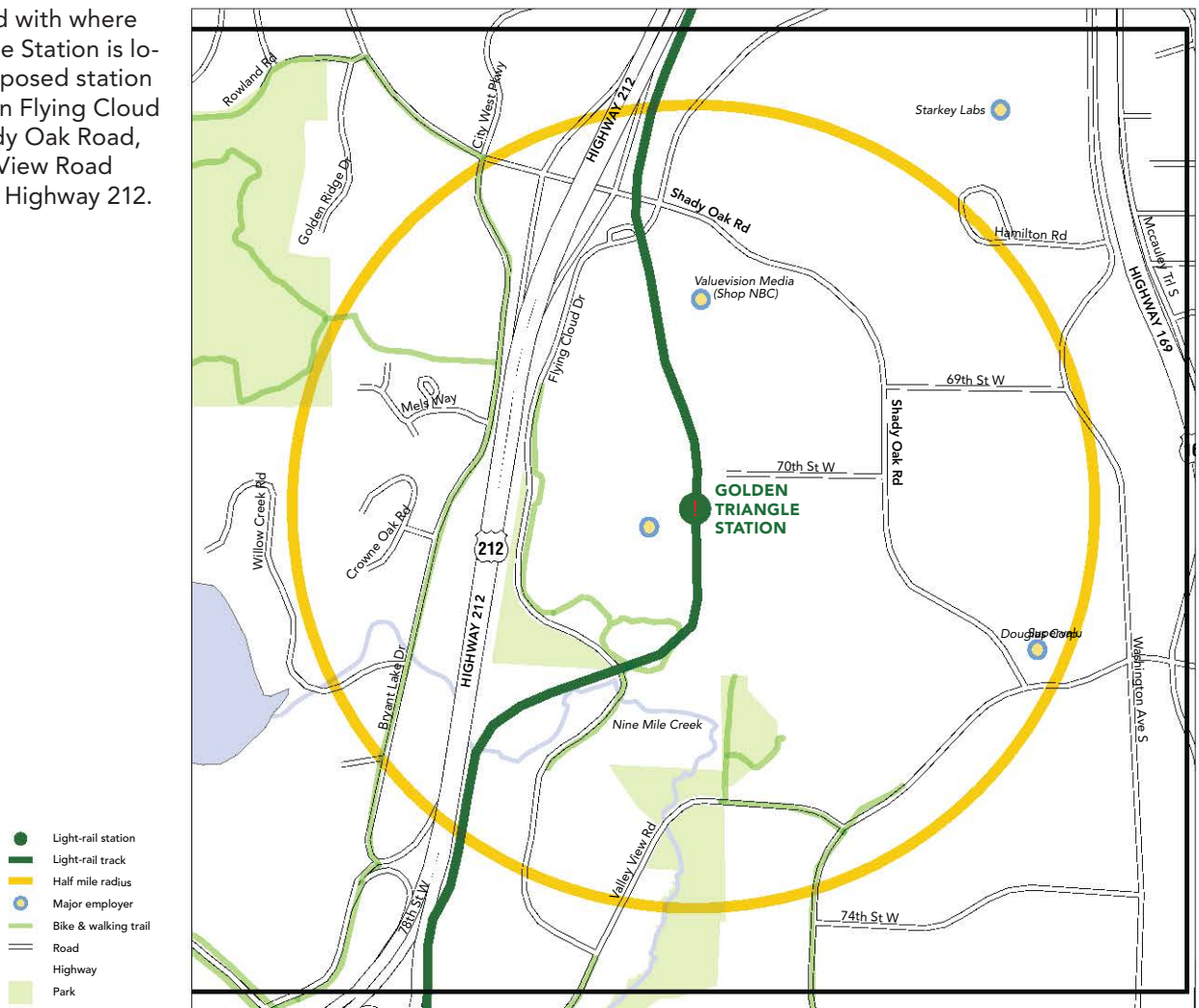


Golden Triangle Station

METRO Green Line extension

December 2012

Get acquainted with where Golden Triangle Station is located. The proposed station will be between Flying Cloud Drive and Shady Oak Road, west of Valley View Road and east of US Highway 212.



The METRO Green Line Extension is a 15-mile light-rail line consisting of 17 stations running from Eden Prairie to downtown Minneapolis. Scheduled to open in 2018, this light-rail line is projected to serve 30,000 riders daily by 2030, and is the next step in building out a regional transportation system that will connect you wherever you want to go.



	METRO Blue Line (LRT): Open
	METRO Green Line (LRT): 2014
	METRO Green Line extension
	Regional Multimodal Station
	Northstar Line (commuter rail)



www.southwesttransitway.org





Town Center Station is where people gather

Town Center Station is where retail, restaurant, apartments and offices meet. Emerson Process Management has expanded to more than 1,000 employees at this location, and there are more than 3,000 medical office jobs.

The surrounding area includes Eden Prairie Shopping Center, Costco, Gander Mountain and Walmart. Various restaurants, including Old Chicago, Kona Grill and Santorini's are also within walking distance.

Future development will be focused on the 120 acre Town Center area, creating a concentrated pedestrian and transit-oriented community with a mix of high-density residential, commercial, office, entertainment and open space within a 10 minute walk of the station.

Fast facts

Population	727
Households	404
Employment	4,639

Population, Household, and Employment figures are within a half mile of the station stop.



Stop by a shop or grab a bite while you wait for the train.

For more information, visit www.edenprairie.org

www.southwesttransitway.org

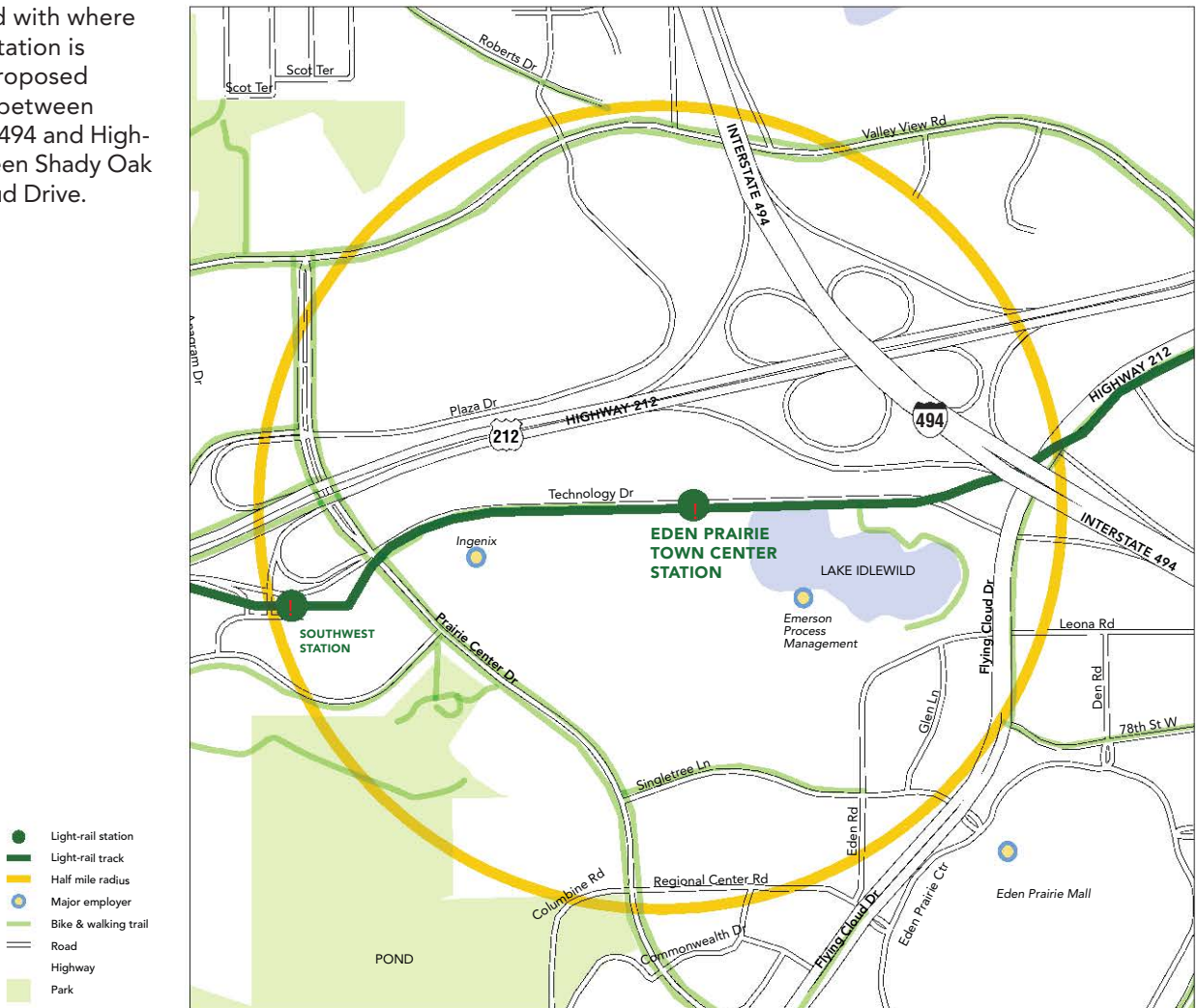


Eden Prairie Town Center Station

METRO Green Line extension

December 2012

Get acquainted with where Town Center Station is located. The proposed station will be between Highway 169, I-494 and Highway 212, between Shady Oak and Flying Cloud Drive.



The METRO Green Line Extension is a 15-mile light-rail line consisting of 17 stations running from Eden Prairie to downtown Minneapolis. Scheduled to open in 2018, this light-rail line is projected to serve 30,000 riders daily by 2030, and is the next step in building out a regional transportation system that will connect you wherever you want to go.



	METRO Blue Line (LRT): Open
	METRO Green Line (LRT): 2014
	METRO Green Line extension
	Regional Multimodal Station
	Northstar Line (commuter rail)



www.southwesttransitway.org



Southwest Station

METRO Green Line extension



Expressly for you

Southwest Station will unite light-rail and the SouthWest Transit Station, to residents' benefit.

The station is located adjacent to the major express bus park-and-ride development, as well as 6,000 square feet of office space and 45,000 square feet of restaurant uses. Major employers Ingenix, MTS, Optum and Wells Fargo also have offices here.

The surrounding area includes Purgatory Creek Conservation Area, a 200-acre wetland area with a seven-acre park and 2.5 miles of walking trails.

Future development will maintain and enhance the existing mix of residential and commercial uses within a 10-minute walk of the station. Approximately 600,000 additional square feet of office space is expected to develop on nearby vacant land.



SouthWest Transit has been serving the communities of Eden Prairie, Chaska and Chanhassen since 1986.

Fast facts

Population	1,224
Households	680
Employment	2,924

Population, Household, and Employment figures are within a half mile of the station stop.

For more information, visit www.edenprairie.org

www.southwesttransitway.org



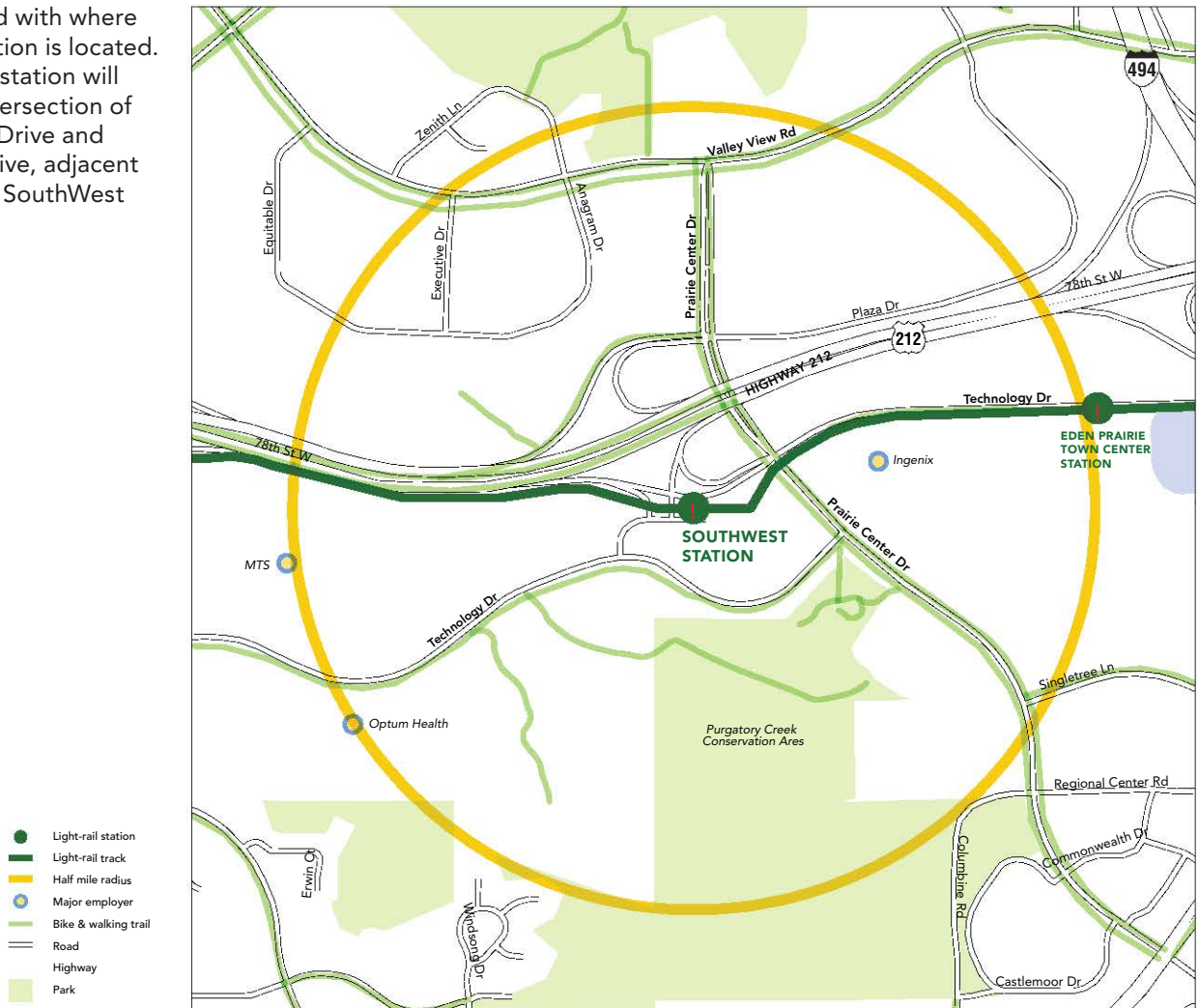
SOUTHWEST LRT
community works

Southwest Station

METRO Green Line extension

December 2012

Get acquainted with where Southwest Station is located. The proposed station will be near the intersection of Prairie Center Drive and Technology Drive, adjacent to the existing SouthWest Transit Station.



The METRO Green Line Extension is a 15-mile light-rail line consisting of 17 stations running from Eden Prairie to downtown Minneapolis. Scheduled to open in 2018, this light-rail line is projected to serve 30,000 riders daily by 2030, and is the next step in building out a regional transportation system that will connect you wherever you want to go.



	METRO Blue Line (LRT): Open
	METRO Green Line (LRT): 2014
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	Regional Multimodal Station
	Northstar Line (commuter rail)



www.southwesttransitway.org





Go to—and from—the West

Mitchell Station is the westernmost station of the light-rail line. The station is located at what will become a major park-and-ride facility.

The surrounding area includes Eaton Hydraulics Corporate Campus, the City of Eden Prairie municipal campus and other buildings, Eden Prairie Schools, and additional office buildings and neighborhood retail, restaurant and bank uses.

Future development will involve creating a more compact, walkable, mixed-use environment for the many businesses and residential uses already calling the area home.

Fast facts

Population	253
Households	169
Employment	5,615

Population, Household, and Employment figures are within a half mile of the station stop.



Lone Oak Center offers a mix of retail and office spaces near a natural wetland and walking trails.

For more information, visit www.edenprairie.org

www.southwesttransitway.org

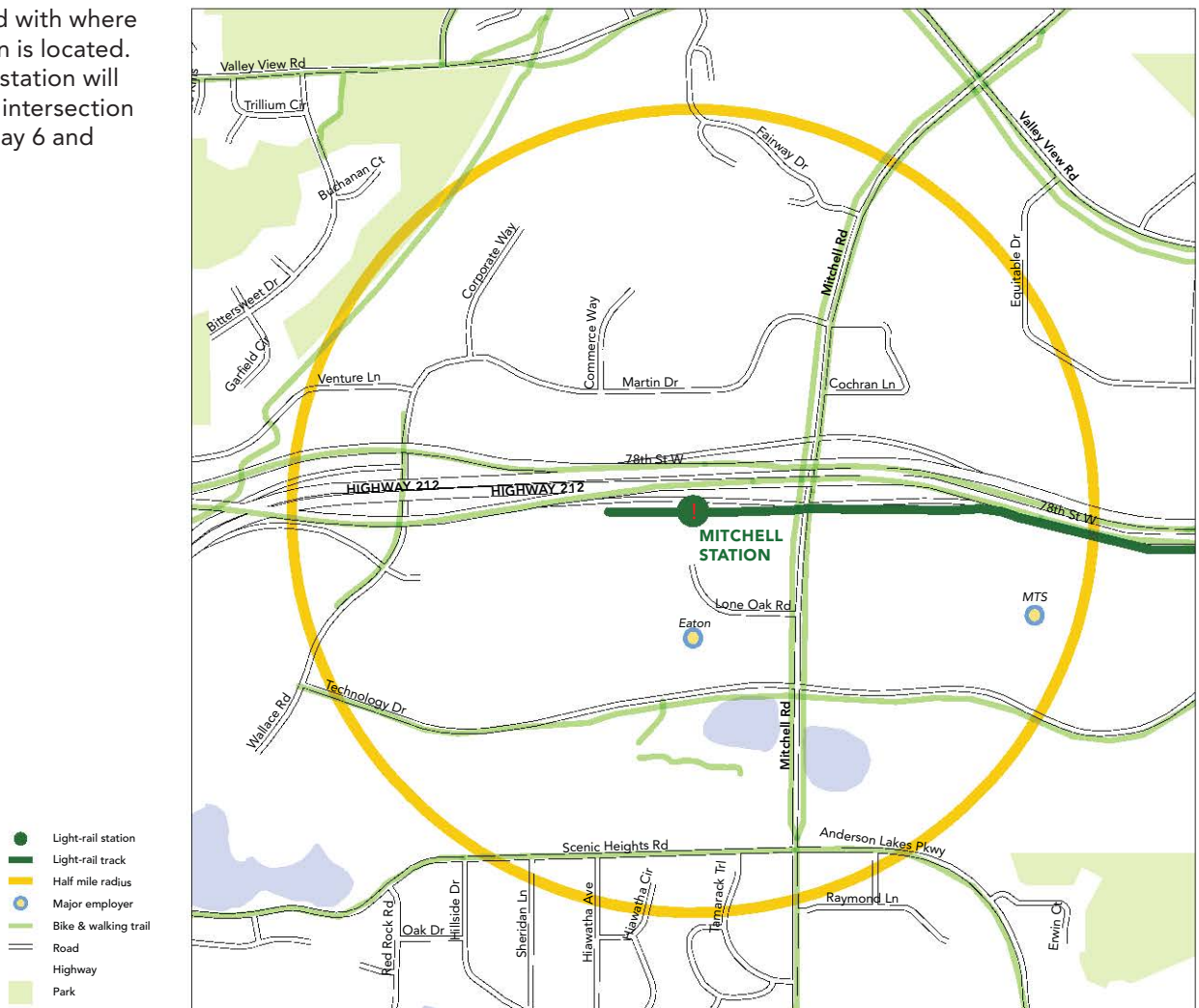


Mitchell Station

METRO Green Line extension

December 2012

Get acquainted with where Mitchell Station is located. The proposed station will be west of the intersection of State Highway 6 and Mitchell Road.



The METRO Green Line Extension is a 15-mile light-rail line consisting of 17 stations running from Eden Prairie to downtown Minneapolis. Scheduled to open in 2018, this light-rail line is projected to serve 30,000 riders daily by 2030, and is the next step in building out a regional transportation system that will connect you wherever you want to go.



	METRO Blue Line (LRT): Open
	METRO Green Line (LRT): 2014
	METRO Green Line extension
	Regional Multimodal Station
	Northstar Line (commuter rail)



www.southwesttransitway.org



Southwest Corridor Light-Rail Station Area Profiles

Compiled by the Southwest LRT Community Works Project

Project Partners

Hennepin County

Hennepin County Regional Railroad Authority

Eden Prairie

Minnetonka

Hopkins

Edina

St. Louis Park

Minneapolis

Metropolitan Council

ULL-Minnesota

Minneapolis Park and Recreation Board

Minnehaha Creek Watershed District

SouthWest Transit

Southwest Corridor
701 Fourth Ave. S., Suite 400
Minneapolis, MN 55415

swcorridor@co.hennepin.mn.us

Phone: 612-348-9260

Fax: 612-348-9710

www.southwesttransitway.org





Aron Khoury
<aron_khoury@yahoo.com>

12/22/2012 01:48 PM

Please respond to
Aron Khoury
<aron_khoury@yahoo.com>

To swcorridor@co.hennepin.mn.us

cc

bcc

Subject Support for SW route 3A

Dear madam/sir,

I write in support of the proposed light rail line 3A. Aside from it being a superior route due to existing infrastructure and right of ways, it also represents the best opportunity to create new development and jobs.

Entering the transit hub through the Bassett creek valley bolsters existing development efforts while bring public infrastructure to an area where such investment has long been absent. Additionally, this transit will connect Minneapolis residents to jobs.

Aron
2501 Harriet ave
mpls,mn 55405

A



JACQUES BRUNSWICK
<jacquesbrunswick@mac.com>

12/22/2012 02:39 PM

To swcorridor@co.hennepin.mn.us

cc willeke@visi.com

bcc

Subject Question regarding Southwest Transitway DEIS

Attached please find a letter regarding my questions and concerns about the Draft Environmental Impact Statement for the proposed Southwest Transitway.

Thank you, Jacques Brunswick

Jacques Brunswick
2770 Dean Parkway
Minneapolis, MN 55416
(612) 208-1059
jacquesbrunswick@mac.com

December 22, 2012

Southwest Corridor
701 4th Avenue South
Suite 400
Minneapolis, MN 55415

Dear Sirs/Madams:

As a concerned neighbor, I have read the Southwest Transitway Draft Environmental Impact Statement.

Has there been any consideration of running the LRT underground between West Lake Street and 21st Street and keeping the existing freight line running above ground? Above-ground freight and below-ground transit co-location would solve several environmental and quality of life problems and could free up funds that could be applied toward the increased costs of a tunnel.

E8

My own quick analysis of the numbers shows that by not relocating the freight line through St. Louis Park the project would save almost \$48 million (see below). I assume some of those funds could go toward the increased costs of constructing a tunnel for the LRT through the CIDNA section instead of the proposed flyover bridge across Cedar Lake Parkway.

C

E8

Based on Revision of 11/29/2012

	LRT 3A (LPA)	LRT 3A-1 (Co-location Alternative)	Savings	
Guideway and Track Elements	218,044	185,353	32,691	
Stations, Stops, Terminals, Intermodal	122,810	122,810	-	
Support Facilities: Yards, Shops, Buildings	38,960	38,960	-	
Sitework & Special Conditions	111,544	111,544	-	
Systems	167,073	167,073	-	
Right-of-Way, Land, Existing Improvements	117,629	142,601	-	No land to acquire
Vehicles	96,788	96,788	-	
Professional Services	203,458	199,357	4,101	
Unallocated Contingency	118,364	107,318	11,046	

Total Cost (2012 Dollars)

1,194,670

1,171,804

47,838

Running the light rail underground would eliminate the need for the proposed monster bridge across Cedar Lake Parkway, part of a National Scenic Byway. The existing freight line does not encroach on Cedar Lake Beach Park. Keeping the freight line where it is would eliminate the need to relocate the freight line through St. Louis Park.

Burying the LRT and not relocating the freight line would save 247 households from the projected "severe noise impact" (162 in the CIDNA area along with 85 in St. Louis Park per the DEIS) and from the vibration impact as well.

O1

We are used to the inconvenience, noise, and vibration caused by the freight trains that run several times a day through our community. While a nuisance, the freight line has been grandfathered into the neighborhood. The recent upgrade to welded railroad track in our area has dramatically reduced the noise and vibration. This welded track eliminates the noisy joints and rails that were originally installed in the 1920s. **A new noise study should be undertaken for this area.**

O1

A bridge of the scale that is being proposed over Cedar Lake Parkway will forever change our quiet neighborhood.

Thank you,

Jacques Brunswick



Scott Friedman
<scoofry@gmail.com>
12/23/2012 01:50 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Southwest LRT feedback from a new Kenwood family

To whom it may concern:

My wife and I purchased a house in Kenwood this past summer, having lived in Chicago immediately beforehand, and we look forward to raising our two daughters in this neighborhood. Our new (old) house is at 2417 W 21st Street, about 1-1.5 blocks from the proposed 21st street station. We often take our two-year-old on hikes up and down the East side of Cedar Lake, and I -- still -- try to bike to work downtown via the bike trail.

Having just moved here from Chicago -- and having extensive experience with the "L" system, Metra trains, and CTA buses there -- we deeply value public transportation, and we would like to offer our support for the sustainable development of a non-invasive light rail system. We saw how the rail system invigorated certain areas of Chicago and reduced traffic, but we also saw the opposite when the choices the city of Chicago made weren't consistent with the existing land usage. These experiences informed our disposition on the following DEIS points:

- We support the relocation of the freight rail.
- We do not support a bridge over cedar lake parkway, since it would be inconsistent with existing land usage.
- We hope the DEIS will preserve park areas and wildlife as much as possible, and use this opportunity to improve the area, since the nature and the serenity (i.e., lack of noise) of the neighborhood are what attracted us here.
- We stress public safety considerations, e.g., safe pedestrian access and strategies to prevent illegal behavior.
- We are very concerned about noise and vibration impacts. We understand that audible signals are necessary for commuter safety, but we urge you to consider noise reduction strategies to preserve the nature of the neighborhood.
- We strongly oppose a park-and-ride.

Many of these factors are related by cause-and-effect. For instance, studies have shown that illegal activity can be mitigated by well-designed landscape and hardscape elements, beautification, and rapid repair/restoration of vandalized property. So if the transit system uses the space in a fashion that respects the park and the homes in the area, that respect will extend to the passengers and passersby who enjoy the public transportation.

Thanks, and let us know how we can be of assistance.

Regards,

Scott & Sara Friedman
2417 W. 21st Street
Mpls, MN 55405
314-640-9077
scoofry@gmail.com

A

D

E8

E2

R1

P9

O3

I1



"Tim O'Brien"
<twjobrien@gmail.com>
12/23/2012 05:06 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Comment on DEIS for the Southwest Transitway Project

Dear Sirs:

I realize that at some point projects like this take on a weird logic of their own, and the momentum to push them through becomes unstoppable. When that time comes, the opportunity for public commentary is little more than a sop to the local citizens; an empty gesture to make them feel that their voices were heard before the axe fell. So it is with considerable skepticism that I submit this comment. I suspect that it will simply become another statistic cited to support the project, along the lines of "XX citizens submitted commentary, and the HCRRA took all comments into consideration." Nonetheless, here goes.

L1

I moved to the Kenwood neighborhood recently, drawn by the beauty of the area and its access to miles of hiking and biking trails. It is Minneapolis's crown jewel, and that rarest of American phenomena, the desirable urban neighborhood. These areas are always fragile: the well-to-do citizens who live in them have the choice of moving away and leaving the housing stock, property values and amenities to deteriorate. The wealthy can afford to move, and move they will if they see their neighborhood being ruined. Certainly you know this. Why, then, would you degrade this beautiful area to cater to suburban commuters? Your light rail line will move property values, tax revenues and population outward from the city. This is exactly backwards: instead, you should look for ways to enhance the urban areas, and to pull the population into the city centers.

E0

If you must build the light rail line, then for God's sake do everything you can to minimize the impact on this neighborhood. I am sure you are trying to build the light rail line on a tight budget, and you will have strong short-term financial incentives to look for cheap solutions. But you must weigh the increased costs of better abatement against the value of the neighborhood. I have heard my neighbors advocate for a tunnel or deep trench through the area. That seems worth exploring. I agree with them that the proposed bridge over the Cedar Lake Road intersection would be massively ugly and disruptive. Even if you can't bury the LRT through Segment A, can you cover it? How much would it cost to put a lightweight shell over the train, rather than leaving it open?

E0

E8

I can see that you have limited LRT options for crossing the waterway that runs between Lake of the Isles and Cedar Lake. That corridor, though, is a major thoroughfare for canoes, kayakers, kids heading toward the beach, cross-country skiers, herons, hikers, paddle-boarders and bicyclists. Replacing the old rail bridge across the "lagoon" with a larger, more intrusive bridge for LRT would be a shame. Aesthetics matter here – at the other end of the lagoon by Lake of the Isles there is an elegant bridge for foot and automobile traffic. If you must put in a

E2

new LRT bridge, think about getting a good architect who can create a bridge that mirrors the lovely bridge at the other end.

The DEIS states (Chapter 3, page 3-58) that “the operation of LRT service along Segment A is not anticipated to adversely affect community cohesion because Segment A is currently bisected by a freight rail line and adding LRT services does not alter the existing barrier.” This is false: the existing rail corridor does little to interrupt intercourse between Lake of the Isles and Cedar Lake, and in fact it enhances foot, bicycle and water traffic between the two. Come and view the corridor on a summer day – you’ll see kids and families walking back and forth to the beaches at Cedar Lake, and legions of people using the rail right of way for exercise, walks and recreation. All of this would be damaged with a light rail line running trains through every few minutes. Community cohesion would crumble. You simply must find a way to keep this corridor safe for the nearby residents and the many visitors who enjoy the Kenilworth corridor as it exists. Again, covering the LRT through this sensitive area would enhance safety and reduce noise.

E2

E4

E7

E9

I don’t get the 21st Street station at all. That area is currently a virtual dead end (in the best way possible) with very little traffic. Putting a station there will radically change the nearby streets and homes, because of greatly increased traffic, parking problems, trash and noise. Think about eliminating that station altogether.

I2

Above all, I entreat you to take your public responsibilities to the Lake of the Isles and Cedar Lake communities seriously. This project will be massively disruptive, both during construction and once in service. Do not claim that it will improve our lives – it will not. Instead, look for every way to mitigate the impact on us, and to protect this lovely community from the ravages of “progress.”

Tim O’Brien
2732 Kenilworth Place
Minneapolis, MN 55405



Ken Cram
<kbcram@yahoo.com>

12/24/2012 02:19 PM

Please respond to
Ken Cram
<kbcram@yahoo.com>

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>

cc

bcc

Subject Southwest Light Rail

Dear Sir or Madam:

Thank you for giving the citizens of the area an opportunity to comment on the Southwest Light Rail project. I am a 30+ year resident of the Lake of the Isles area and have some concerns about the proposed Southwest Light Rail which is planned along the Kennilworth Trail. These include:

1. Noise mitigation: With multiple light rail trains/per hour, we need to minimize the impact by perhaps berming the corridor as it passes through the neighborhood.
2. Cedar Lake crossing: I favor a plan to place the light rail below the Cedar Lake Parkway crossing, rather than an overpass over the parkway.
3. Relocation of existing freight trains, rather than co-locate light rail and freight in the same corridor.
4. Nature and wildlife: This area need to be protected to preserve the adjacent parkland

O9

E8

D

E2

Thank you, again,
Kenneth Cram,
612-377-3470



Kent Marshall
<kentmmarshall@yahoo.com>

12/25/2012 12:09 PM

To swcorridor@co.hennepin.mn.us

cc kentmmarshall@yahoo.com

bcc

Subject COMMENT on the Southwest Transit DEIS.

I am a 13+ year resident of the Calhoun Isles Condominium in Minneapolis. This complex is located just north of West Lake Street station of the SouthWest Light Rail project. Our condo abuts the south-east side of the present Kenilworth Street current freight rail right-of-way. I live in the sixth floor of the highrise directly about the Midtown Greenway. My concerns about the Light Rail are elaborated below.

O1

O9

E8

I2

NOISE. The proximity of the proposed light rail through such dense residential housing will lower my quality of life. The whistle blasts, bell ringing and squeaking wheels as the train curves toward the Northeast right against my building's south-facing side of the building have demonstrated to me that the building itself serves as a gigantic sound board. As far away as Lake Street and beyond. The addition of frequent light rail service will make it even worse. I urge you to consider sound mitigation measures to minimize the impact of residents' ability to get restful sleep during morning hours. A tunnel or trench in which to run the light-rail tracks would be a useful mitigation technique. Milwaukee was buried in a trench for this very reason. That abandoned track bed has now been turned into the West Lake Street. I also urge you to investigate the sound-dampening construction techniques that have been required on the Cedar Lake Parkway settlement of the lawsuit brought my MPR. Finally, please enclose the West Lake Station so that the bells, whistles and maintenance from that facility does not carry over to the Calhoun Isles Condos on the South-facing side.

P4

I2

E4

TRAFFIC. I have concerns about the increased in passenger vehicle traffic caused by the new station at West Lake Street and Excelsior is constantly bottlenecked, and the addition of any commuters at this station will only make it worse. A park and ride option should be available for city-bound commuters at this station because there is no additional parking. My second concern about traffic is at the grade crossing northwest of my condo building at Cedar Lake Parkway. The flash flooding, which sometimes closes Dean Parkway temporarily, Cedar-lake Parkway and the back alleys provide access to our building. I encourage planners to consider the benefit of a tunnel at the juncture as well to prevent chronic traffic problems.

Thank you,
Kent Marshall
3145 Dean Ct. #602
Minneapolis, MN 55416
(612) 920-4817



tomschuster@43hoops.com

12/25/2012 08:46 PM

To "swcorridor@co.hennepin.mn.us"
<swcorridor@co.hennepin.mn.us>

cc

bcc

Subject Southwest LTR

Please see attached.
Thank you,
Tom

--

Tom Schuster
Partner, CFO
43 Hoops Basketball Academy
952-294-4667

<p>See Comment #778 for Theme Delineations</p>

December 26, 2012

To: Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415
swcorridor@co.hennepin.mn.us

cc: Marisol Simon, Regional Administrator
Region V Federal Transit Administration
ATTN: Southwest Transitway
200 West Adams Street Suite 320
Chicago, Illinois 60606
marisol.simon@fta.dot.gov

The proposed Blake Station for the Southwest Corridor Light Rail is slated to be located at 1002 2nd St NE, the site currently occupied by 43 Hoops Basketball Academy. We believe, first of all, that this is not the most optimal site for a station intended to serve the surrounding community. Driving to this site from any major freeway or street would require the driver to make multiple turns onto 2nd Street, which is not a major thoroughfare. To improve convenience and reduce congestion, the more optimal location for this station would seem to be on the south side of the tracks, off Excelsior Boulevard (Hwy 3), which is a major thoroughfare.

The 43 Hoops Basketball Academy, moreover, has become an integral part of our local community. First, we bring a thriving business to the local economy. We serve the communities of Hopkins, Minnetonka, St Louis Park, Edina, and Eden Prairie, as well as many other neighboring communities within a 50-mile radius of Hopkins. We have developed successful programs for youth basketball, volleyball, baseball, and soccer. We have served thousands of young adults over the past five years, and for many of them the lessons taught at 43 Hoops have changed their lives. Additionally, we are located in the heart of the Blake Road Corridor, and since we opened in April of 2007, we have been an active member of the Blake Road Corridor Collaborative, a partnership of community and government organizations working to improve the quality of life in the neighborhood. We have thereby developed strong relationships with the Hopkins School District, Hopkins Community Ed, the City of Hopkins, and the Hopkins Police Department. There is no public community center in the area, and we have come to fill that role in many ways. To support the BRCC's mission, we have used our facility to host numerous community meetings, business fares, and even religious gatherings. We have awarded scholarships to area youths to attend our camps, clinics, and training. Last summer, we provided a space for youths and adults in the area to receive a hot lunch through the Hopkins School District. All of this we have done at ***no cost***.

If it is deemed necessary to locate a station on the site occupied by 43 Hoops, we would encourage consideration of the following alternative: leave 43 Hoops as is, and utilize the parking stalls on the site (approximately 150) for LRT users. Our peak parking usage is limited to evenings and weekends, which would likely be off-peak for LRT users. There would be several advantages to this alternative. First, 43 Hoops, a major asset to the corridor, would be allowed to continue serving the community. Second, a significant number of parking stalls (150) would remain available for LRT users. Third, by sharing the site with 43 Hoops, the HCRRA would continue to receive rental income from 43

Hoops – over \$10,000 per month – guaranteeing income for LRT. Even if additional parking were deemed necessary at a later date, there would still be two viable alternatives: (1) secure additional parking on the south side of the tracks (off Excelsior Boulevard), or (2) secure additional parking on the north side, such as the site currently occupied by WH McCoy Gas Station.

We have seen many changes in the Blake Road Corridor over the past five years, most notably a decrease in crime, which we feel is in part a reflection of our commitment to provide the local youth with the opportunity to participate in healthy and productive activities. We recommend that 43 Hoops be allowed to continue serving the Corridor and creating an environment that benefits the local community.

Sincerely,

Tom Schuster
Partner and CFO
43 Hoops, LLC
1002 2nd St NE, Hopkins, MN 55343
tomschuster@43hoops.com



Robin Bischoff
<rb773@hotmail.com>
12/26/2012 11:53 AM

To <swcorridor@co.hennepin.mn.us>
cc "robin.bischoff@rsparch.com" <robin.bischoff@rsparch.com>
bcc
Subject Response to Southwest Transitway DEIS

Attached are my comments on the Southwest Transitway DEIS.

Sincerely,

Robin Bischoff
2932 Chowen Ave S
Minneapolis, MN 55416
rb773@hotmail.com
612 860 7966

December 26, 2012

Below are my comments on the Southwest Transitway Draft Environmental Impact Statement. If any additional information is needed, my email address is rb773@hotmail.com.

1. Bridge Over Cedar Lake Parkway

- 1.1. No reasons for the bridge were given in the DEIS. What justifies building a bridge? The traffic study by WSB & Associates, Inc. dated March 2, 2012 in the DEIS does not support a bridge. The level of service by approach and intersection remain at A or B through 2030 based on Attachment B. The visual impact is clearly negative based on statements in the DEIS on pages 3-108, 3-115, 3-116, 3-117, and 3-125. The noise along segment A would negatively affect 1,143 residences based on the DEIS page 4-79. E8
- 1.2. No sound studies were provided in the DEIS for a bridge. A study is needed to determine sound levels for an elevated structure. As the structure will be above many houses the sound will carry further. The study should account for the lack of screening at South Beach on Cedar Lake as the sound will carry a great distance over open water.
- 1.3. No safety study was provided for the bridge. The bridge will limit visibility at a busy intersection that includes cars, pedestrians, and trail users. If a traffic signal is needed, a traffic study is needed to determine the impact.
- 1.4. A bridge would not comply with the Minneapolis Zoning Code, Article VI – Shoreland Overlay District. The bridge would require 14' clearance for vehicles plus approximately 28' for the bridge structure based on diagrams in the DEIS report. The 42' total height would exceed the 35' height limit in the zoning code. In addition it would negatively impact the factors listed in the zoning code under 551.480. - Height of structures.
 - 1.4.1. Access to light and air of surrounding properties.
 - 1.4.2. Shadowing of residential properties or significant public spaces.
 - 1.4.3. The scale and character of surrounding uses.
 - 1.4.4. Preservation of views of landmark buildings, significant open spaces or water bodies.
- 1.5. No study for a trench or tunnel was given in the DEIS as an option for a bridge. A study is needed for comparison with the other options. This needs to be studied as it provides several advantages – E8
 - 1.5.1. Separates rail traffic from cars and pedestrians.
 - 1.5.2. Greatly reduces or eliminates sound and vibration issues from a dense residential area.
 - 1.5.3. Eliminates a visual barrier that is out of context with the neighborhood.
 - 1.5.4. Complies with the Minneapolis Zoning Code.

2. Noise

- 2.1. The sound levels will greatly exceed current levels with an above grade option. Not only will the sound levels be higher, they will occur far more often. Currently there are 5 freight trains a day. Page 4-84 states there will be 198 trips from 7:00am to 10:00pm. This means there will be 193 more noise events each day in a dense residential area. A detailed noise mitigation study needs to be provided for all above grade and below grade rail locations. O1

3. Parking Facility at the Lake Street Station

- 3.1. Page 6-55 of the DEIS states parking facilities are expected to generate additional traffic. A traffic study is needed to determine the effect on the neighborhood. Lake Street is already a very busy street. Slowing traffic to the point where people do not want to drive to the station defeats the purpose of the station and negatively affects the quality of the neighborhood. I2
- 3.2. If the parking facility is undersized, it will likely create severe parking issues in this area due the limited parking available. Monitoring who is using a parking lot will be difficult and expensive for local businesses. A study is needed to determine the amount of parking needed for the station and what impact it will have on traffic and local businesses. I1
- 3.3. A study is needed to determine the effect on the nearby fire station response time. The additional traffic generated by a parking facility will increase response times and negatively impact neighborhood safety. R3



Cheryl Taddei
<cstaddei@att.net>
12/26/2012 12:44 PM

To swcorridor@co.hennepin.mn.us
cc
bcc
Subject Southwest Light Rail

I am writing to express my concern about the proposed Southwest Light Rail line which will run beside the Calhoun Isles Condo development.

I am not against the Light Rail project, however, I do not want my quality of life to be damaged by the noise and vibration of the trains.

I have lived in my Calhoun Isles condo for more than 20 years. I love the beautiful area and do not want it to be overwhelmed by noise and vibration.

According to DEIS page 4-84 Table 4.7-2, 17 times per hour (when the full train schedule is implemented) our development will experience (SEL) noise levels of 114 dB. Quoting the neighborhood committee researching the affects of the Rail on our neighborhood, "On the log scale this does not appear excessive, but on a normal linear scale this is an increase over the ambient of one million times in intensity! From universal data, this sound level is similar to live rock music or an auto horn at one meter distance."

O1
O4
O5
O6
O11

I am also concerned about the long-term effects that the vibration that a 90-ton LRT passing every 3.5 minutes will have on our concrete condo buildings and the nearby town houses.

I recommend that noise and vibration levels be reduced by placing the LRT below grade level with a tunnel, or by a ditch and fully-enclosed-sound barrier.

E4

Please consider alternative recommendations that will reduce sound and vibration levels.

Thank you.

Cheryl Taddei
3145 Dean Ct #801
Minneapolis, MN 55416



"Jay Peterson"
<jaya.peterson@comcast.net>

12/26/2012 03:38 PM

To <swcorridor@co.hennepin.mn.us>
cc "Barry Schade" <barryschade@mac.com>,
<themist@paradisemn.com>
bcc

Subject Bryn Mawr Neighborhood Association DEIS Comments

The Bryn Mawr Neighborhood Association (BMNA) appreciates the opportunity to respond to the Draft Environmental Impact Statement for the Southwest Transitway project.

We are also mailing a hard copy of the report.

Jay Peterson
Bryn Mawr Neighborhood Association Board Member



Bryn Mawr Neighborhood Association
452 Newton Avenue South
Minneapolis, MN 55405
www.bmna.org

December 19, 2012

Hennepin County
Housing, Community Works and Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415
swcorridor@co.hennepin.mn.us

Re: Bryn Mawr Neighborhood Association (BMNA) Comments on the Southwest Transitway Draft Environmental Impact Statement

Dear Project Manager:

The Bryn Mawr Neighborhood Association (BMNA) appreciates the opportunity to respond to the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway project. The BMNA formed a committee to review the DEIS and present these findings. This committee held a public meeting to review what would be presented. Members of the committee also presented issues of concern at the Hennepin County public hearing held on November 13 and at the December BMNA Board Meeting on December 12.

The BMNA has a long record of supporting light rail and has been active in its support of the Southwest Transitway system. Bryn Mawr sees great potential benefits from light rail for Bryn Mawr and Minneapolis and strongly supports the Southwest Transitway project and the findings of the DEIS. We acknowledge the noise impact, construction challenges, access issues and potential increased vibrations. We look to mitigation in the design phase to manage these.

A

Bryn Mawr has four main points related to the DEIS –

- The BMNA has passed resolutions that strongly support Alternative 3A, the Locally Preferred Alternative – LPA.
- The BMNA strongly opposes Alternative 3A-1, the Co-Location Alternative for all the reasons cited in the DEIS.
- Without the development of the Penn Station to provide access to the light rail and the park systems, Bryn Mawr will be negatively impacted by the transitway project without any of the attending benefits realized.
- The BMNA supports two stations, Penn Avenue and Van White Boulevard, located within Bryn Mawr boundaries, with each station offering distinctly different benefits for the neighborhood.

A

12

Bryn Mawr actively participated on the Minneapolis Park and Recreation Board CAC and supports the submittal of the MPRB comments, particularly maintenance of access to and from parks such as Bryn Mawr Meadows. The BMNA supports activities of its bordering neighborhoods, Harrison and Kenwood, as they seek to have their concerns mitigated.

Bryn Mawr has been an active member of the Bassett Creek Valley Redevelopment Oversight Committee since 1997 and supports its plans for development in the Bassett Creek Valley and advocates for the Van White Boulevard station, as critical to potential development in the area. With the Harrison Neighborhood, the BMNA advocates for the improved mobility to the jobs and activity centers in the Minneapolis Business District, as well as along the length of the corridor for reverse-commute trips to the expanding suburban employment centers that the Van White and Penn stations provide.

The BMNA recognizes that the Bryn Mawr neighborhood will realize the benefits identified in the DEIS only if the Penn Station is built, including, but not limited to, improving mobility, efficient travel options, protecting quality of life, and preserving the environment. Consequently, the BMNA support is based on the description of the project as contained in the DEIS, which includes the development of the Penn station.

A

Our primary concern is with what is not strongly stated in the DEIS. The DEIS does not indicate that without the Penn station, Bryn Mawr would be negatively impacted and would receive few benefits of having light rail traverse our neighborhood.

12

Again, thank you for the opportunity to provide comments to the DEIS. We look forward to participating in the next steps of the project.

Sincerely,



Marlin Possehl, President
Bryn Mawr Neighborhood Association
president@bmna.org
612 377-5662

Enclosure



Bryn Mawr Neighborhood Association (BMNA)

Comments and Notes on the Southwest Transitway DEIS

December 2012

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		BMNA – no comments to this chapter	11



Bryn Mawr Neighborhood Association (BMNA) ***Comments and Notes on the Southwest Transitway DEIS***

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>
<div data-bbox="128 415 894 467" data-label="Section-Header"> <h2> <p>Introduction and Background</p> </h2> </div>	<div data-bbox="905 475 1971 1520" data-label="List-Group"> <ul style="list-style-type: none"> • The BMNA has a long record of supporting light rail and has been active in its support of the Southwest Light Rail system. • Bryn Mawr has passed resolutions that strongly support Alternative 3A, the Locally Preferred Alternative – LPA. • The BMNA strongly opposes Alternative 3A-1, the Co-Location Alternative for all the reasons cited in the DEIS. • Bryn Mawr has actively participated on the Minneapolis Park and Recreation Board CAC and supports the submittal of the MPRB comments, particularly maintenance of access to and from parks such as Bryn Mawr Meadows. • The BMNA formed a committee to review the DEIS and present these findings. This committee held a public meeting to review what would be presented. Members of the committee also presented issues of concern at the Hennepin County public hearing held on November 13. • The BMNA sees great potential benefits from light rail for Bryn Mawr and Minneapolis and strongly supports the Southwest Transitway project. • The BMNA strongly supports the DEIS findings. We acknowledge the noise impact, construction challenges, access issues and potential increased vibrations. We look to mitigation in the design phase to manage these. • The BMNA supports two stations, Penn Avenue and Van White Boulevard, located within its boundaries, with each station offering distinctly different benefits for the neighborhood. • The BMNA also supports activities of its bordering neighborhoods, Harrison and Kenwood, as they seek to have their concerns mitigated. • The BMNA recognizes that the Bryn Mawr neighborhood will realize the benefits identified in the DEIS only if the Penn Station is built, including, but not limited to, improving mobility, efficient travel options, protecting quality of life, and preserving the environment. Consequently, the BMNA support is based on the description of the project as contained in the DEIS, which includes the development of the Penn station. </div>

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Bryn Mawr Neighborhood Association (BMNA) ***Comments and Notes on the Southwest Transitway DEIS***

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>	A
	<ul style="list-style-type: none"> • Bryn Mawr strongly advocates for the Penn Station, not only for its own neighborhood benefit, but also on behalf of myriad riders who would use this station to access the Minneapolis Parks' Grand Rounds northern amenities. It is the one station on the Southwest Transitway line that brings riders into the Parks' Grand Rounds. • Without a Penn station, Bryn Mawr would realize few benefits of the Southwest Transitway. Without a Penn Avenue station, Bryn Mawr residents would lose the existing ready access to the Cedar Lake Regional Trail and Kenilworth Trail and the Minneapolis Parks' Grand Rounds. • A Penn station, as represented in the DEIS, provides access to broader transportation opportunities to downtown, the Metrodome, Target Field, Mall of America, the airport, St. Paul and both western and eastern suburbs, along with access to the park and lakes. • With no Penn Station, Bryn Mawr is more severely divided into a north and south neighborhood – the connectivities that currently exist within the neighborhood will be disrupted by the Southwest Transitway line and its safety features, if a station is not built at this location. • Our primary concern is with what is not strongly stated in the DEIS. The DEIS does not indicate that without the Penn station, Bryn Mawr would be negatively impacted and would receive few benefits of having light rail traverse our neighborhood. • Because the LPA will be a permanent investment, this new transit service, with its station at Penn Avenue, has the potential to positively influence economic development, consistent with community plans, such as a the Comprehensive Plan (1997), The Bryn Mawr Land Use Plan (2006) and the Capstone Project (2011). These are studies the BMNA conducted, as a neighborhood, which have looked at the development potentials of the Penn Station and the BMNA wants to be assured that their opportunities are not under-estimated. • The BMNA also supports the development of the Van White Station, based on the project description in the DEIS. • Bryn Mawr has been an active member of the Bassett Creek Valley Redevelopment 	I2
		I2
		M1
		I2



Bryn Mawr Neighborhood Association (BMNA)

Comments and Notes on the Southwest Transitway DEIS

December 2012

DEIS Reference	BMNA Notes and Comments	
	<p>Oversight Committee since 1997 and supports its plans for development in the Bassett Creek Valley and advocates for the Van White Boulevard station, as critical to potential development in the area.</p> <ul style="list-style-type: none"> • With the Harrison Neighborhood, the BMNA advocates for the improved mobility to the jobs and activity centers in the Minneapolis Business District , as well as along the length of the corridor for reverse-commute trips to the expanding suburban employment centers that the Van White station provides. • A Van White Boulevard station, as represented in the DEIS, provides access to broaden transportation opportunities to downtown, the Metrodome, Target Field, Mall of America, the airport, St. Paul and both western and eastern suburbs, along with access to the park and lakes. 	
Chapter 1: Purpose and Need for the Proposed Action		
Page 1-3 – 1.1 Overview of Proposed Action		
	<ul style="list-style-type: none"> • In partnership with the Harrison neighborhood, the BMNA would like to add the proposed Bottineau line to the list of related transportation lines in paragraph 3. 	P1
Page 1-14 – 1.3.2.2 Limited Competitive, Reliable Transit Options and 1.4 Project Goals and Objectives		
	<ul style="list-style-type: none"> • Whenever possible, please use 2010 census data. • The BMNA strongly supports that the Southwest Transitway will bring a regional connectivity and travel time reliability that a high capacity transit line offers. • The BMNA strongly supports the Project Purposes, Goals and Objectives as outline in this chapter. 	K0
Chapter 2: Alternatives Considered		
Page 2-31 – 2.3.3.2 – LRT 3A (Locally Preferred		



Bryn Mawr Neighborhood Association (BMNA)

Comments and Notes on the Southwest Transitway DEIS

December 2012

DEIS Reference	BMNA Notes and Comments	
Alternative)		
	<ul style="list-style-type: none"> The BMNA strongly endorses the LPA, including Penn Avenue and Van White Boulevard stations. Bryn Mawr strongly endorses the relocation of all freight rail traffic out of the Kenilworth Corridor. Bryn Mawr strongly advocates that the Kenilworth Trail (with 450,000 trips per annum) be left intact in the Kenilworth Corridor, an outcome that is not possible if freight rail and SOUTHWEST TRANSITWAY co-locate in the Kenilworth Corridor 	D
Page 2-52 – 2.3.3.9 Operations and Maintenance Facility		
	<ul style="list-style-type: none"> The BMNA acknowledges concerns expressed by the Harrison Neighborhood for OFM site – Minneapolis 4 (centered on 5th Street North between 6th Avenue North and 10th Avenue North) and supports further documentation of remediation options to address those concerns before final site selection. 	H1
Page 2-54 – Table 2.3-10 – Bus Service Changes		
	<ul style="list-style-type: none"> The DEIS does not identify the potential to integrate the LPA with the new Bottineau line. This section should reference the possibility of bus shuttle connection to this line and connection to Route 9. 	P1
	<ul style="list-style-type: none"> The DEIS also does not acknowledge that there is no identified bus service to the Van White station to and from Bryn Mawr. 	
Chapter 3: Social Effects		
Page 3-20 – 3.1.3 Land Use Plans		
	<ul style="list-style-type: none"> In conjunction with the University of Minnesota’s Humphrey School of Public Affairs, the BMNA conducted a Capstone Project study of development opportunities near the Penn Station site. The BMNA would like the Capstone Project document added as a study to the City 	M3
		U



Bryn Mawr Neighborhood Association (BMNA) **Comments and Notes on the Southwest Transitway DEIS**

December 2012

DEIS Reference	BMNA Notes and Comments	
	<p>of Minneapolis section of Table 3.1-2 Summary of Local and Regional Comprehensive Plans and Studies.</p> <ul style="list-style-type: none"> A link for this study is - http://www.bmna.org/images/SWLRT_Bryn_Mawr_Small_Area_Plan_May_3_2011.pdf 	
	<ul style="list-style-type: none"> On November 14, 2010, the Cedar Lake Park Association and Bryn Mawr Neighborhood Association co-sponsored a Charette that looked at a number of features for the proposed Southwest Transitway, including the Penn Station. The BMNA would like the Charette document added as a study to the City of Minneapolis section of Table 3.1-2 Summary of Local and Regional Comprehensive Plans and Studies. A link for this document is – http://www.bmna.org/images/SWLRT_charrette_drawings_and_photos_11_10.pdf 	M3
Page 3-34 – 3.1.5.1 Effects to Land Use and Socioeconomics		
	<ul style="list-style-type: none"> The potential for development and the change in land use associated with the Penn Station are identified in the Capstone Project (2011) for that site. The potential for development and the change in land use associated with the Penn Station are also identified in Bryn Mawr’s Land Use Plan (2006) accepted by the City of Minneapolis as a small area plan. The potential for development and the change in land use associated with the Van White Boulevard station are identified in the Bassett Creek Master Plan (2007) incorporated into the City of Minneapolis’ Comprehensive Development Plan and approved by the Metropolitan Council. The BMNA stands in strong support of relocation of the TCW line to the MN&S line in St. Louis Park. The BMNA stands strongly in favor of the Kenilworth Trail being left intact at its current location in the Kenilworth Corridor. This off street trail is part of the first federal bicycle commuter route, joining the Cedar Trail that runs through a large segment of Bryn Mawr. 	M3 D
Page 3-37 – 3.1.5.2 Operations and Maintenance		



Bryn Mawr Neighborhood Association (BMNA)

Comments and Notes on the Southwest Transitway DEIS

December 2012

DEIS Reference	BMNA Notes and Comments	
Facility		
	<ul style="list-style-type: none"> The BMNA acknowledges concerns expressed by the Harrison Neighborhood for OFM site – Minneapolis 4 (centered on 5th Street North between 6th Avenue North and 10th Avenue North) and supports further documentation of remediation options to address those concerns before final site selection. 	H1
Page 3-58 – 3.2.2.6 Neighborhoods and Community Cohesion		
	<ul style="list-style-type: none"> Bryn Mawr was greatly impacted with the building of Interstate 394 and has worked hard to maintain cohesion since it was implemented. We feel there may be the same kind of impact if a Penn Station is not built. 	I2
	<ul style="list-style-type: none"> The DEIS incorrectly states that “operation of Southwest Transitway service along Segment A is not anticipated to adversely affect community cohesion because Segment A is currently bisected by a freight rail line and adding light rail service does not alter the existing barrier” (3.2.2.6, p.3-58) Adding light rail service would introduce new barriers, such as fences and additional track. Bryn Mawr would be adversely affected by the Southwest Transitway line and experience a decrease in opportunity for community cohesion if no Penn Station is built. 	M3
	<ul style="list-style-type: none"> The DEIS also indicates that “light rail service would assist in providing a new rapid transit service enabling a more direct connection to downtown Minneapolis and the regional transit network.” (3.2.2.6, p3-58) This is true only if the Penn Station is built. Without the Penn Station, Bryn Mawr would experience little connection with the light rail network. The Van White Station, as currently conceived, offers little access for residential Bryn Mawr without creating connecting direct bus service. 	I2
	<ul style="list-style-type: none"> The BMNA would like the Segment A section to include comments on the impact to Bryn Mawr of not having the Penn Station. We are concerned that the current access to the parks and Bike Trail system will be curtailed by the need for safety barriers that would be erected. This would greatly limit neighborhood access to the light rail and current access to the commuter bike trail and lakes chain. 	I2
	<ul style="list-style-type: none"> Further, as stated in the Minneapolis Park and Recreation Board comments, Bryn 	N1
		P9



Bryn Mawr Neighborhood Association (BMNA) ***Comments and Notes on the Southwest Transitway DEIS***

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>	
	<p>Mawr Meadows is a heavily used sports recreational park, with potential for significant usage of transit at the Penn Station by park users. Maintaining access to and from Bryn Mawr Meadows will encourage continued strong usage of the park.</p> <ul style="list-style-type: none"> • The DEIS incorrectly focuses on distance to downtown Minneapolis as a benefit of both the Penn and Van White Stations. It does not focus sufficiently on the social effects of Southwest Transitway travel westward (reverse commuting) or on ridership that comes from all areas of the region to the “Chain of Lakes region, with connections to parks, trails, the lakes, and community amenities and attractions” (Page 3-50, DEIS), Central Corridor, Hiawatha line and to the Northstar. • The social effects of stations at Penn Avenue and Van White Boulevard are immense. Using current transportation means, it takes upwards of two hours and three transfers to travel from Bryn Mawr and Harrison to jobs in the west. A station at Van White Boulevard and a station at Penn Avenue would drastically reduce travel time. 	<div>I2</div> <div>M3</div> <div>P2</div> <div>I2</div>
<p>Page 3-66 – 3.2.5 Summary</p>		
	<ul style="list-style-type: none"> • A Penn Station would improve economic development. Table 3.2-2 only calls out Target Field station as having potential for development. The BMNA strongly believes that there are development opportunities at the Penn Station and that the Southwest Transitway will have tremendous leverage impact on development at the Van White station. • Also, the BMNA believes that many of the metrics listed in Table 3.2-2 assume the building of the Penn Station. Without this station, Bryn Mawr is impacted in several of the metrics. Particularly the metric related to Community cohesion. 	<div>I2</div> <div>M3</div>
<p>Page 3-116 – 3.6.3.3 Build Alternatives</p>		



Bryn Mawr Neighborhood Association (BMNA) ***Comments and Notes on the Southwest Transitway DEIS***

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>	
	<ul style="list-style-type: none"> • Bryn Mawr residents are active users of the Minneapolis bike trails, parks and lakes. As such, we have strong concerns about how the intersection of the Southwest Transitway with the Cedar Lake Parkway will be addressed. • The BMNA has been an active participant in the Minneapolis Park and Recreation Board CAC and supports their findings related to the intersection of the Southwest Transitway with the Cedar Lake Parkway. • The BMNA has concerns about the visual impact to the Grand Rounds if a fly-over is built. The fly-over does not seem to fit with the park nature of the area and alternatives should be considered. • The interface of the freight train, motor vehicles, bicyclists and pedestrian is an area of concern as it exists today. The introduction of the light rail provides a great opportunity to do this right and not leap to design decisions without the involvement of interested parties, especially the Minneapolis Park and Recreation Board. • The BMNA is also concerned that the flow of traffic during construction, particularly related to emergency vehicles, will need careful thought for mitigation. The BMNA recommends that this topic be added to the Segment A section for remediation consideration. 	<div>P4</div> <div>E8</div> <div>E8</div> <div>L1</div> <div>P5</div>
Chapter 4: Environmental Effects		
Page 4-111 – 4.8.2.1 Vibration-Sensitive Land Uses		
	<ul style="list-style-type: none"> • While 4.8.2.1 addresses vibration-sensitive land uses, the vibration effects of the relocation of TC&W freight trains currently operating in the Kenilworth Corridor to the portion of the BNSF line west of Penn are not clear. • A neighborhood concern has been raised that the BNSF line west of Penn is over moraine material and the additional TC&W trains may have an impact. • This concern does not seem to be addressed in the DEIS. The BMNA asks that it be made clear in the FEIS whether or not there will be an impact on land adjacent to the BNSF line west of Penn. 	<div>C</div>



Bryn Mawr Neighborhood Association (BMNA) ***Comments and Notes on the Southwest Transitway DEIS***

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>
Chapter 5: Economic Effects	
BMNA – General comment	
	<ul style="list-style-type: none"> • The BMNA supports that the DEIS calls for building of all of the stations and identifies development opportunities for all of the stations except the 21st Street Station. • The BMNA is concerned that support for a Penn station may be excluded due to competing costs of the Southwest Transitway. • The removal of the Penn Station is the greatest concern that the BMNA can express because the neighborhood would suffer all the negative effects of the Southwest Transitway project without realizing any of the benefits.
Chapter 6: Transportation Effects	
BMNA – no comments to this chapter	
Chapter 7: Section 4(f) Evaluation	
BMNA – no comments to this chapter	
Chapter 8: Financial Evaluation	
BMNA – no comments to this chapter	
Chapter 9: Indirect Effects and Cumulative Effects	

12



Bryn Mawr Neighborhood Association (BMNA) ***Comments and Notes on the Southwest Transitway DEIS***

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>	
Page 9-4 – 9.4.1 Reasonably Foreseeable Future Action	<ul style="list-style-type: none"> Hennepin County section of Table 9.4.1 – The Bottineau Line seems to be a foreseeable action and should be included for its impact. The BMNA feels the Bottineau line could have impact on the Penn and Van White stations and offer more direct opportunities for access and ridership from the North Side. City Actions – Minneapolis section of Table 9.4.1 – the BMNA feels there should be a stronger statement of the impact the Van White station would have in supporting and leveraging development of Linden Yards / Bassett Creek Valley. 	N12
Page 9-23 – 9.6.6 Parklands and Recreation Areas	<ul style="list-style-type: none"> In its Comprehensive Plan, the BMNA described the Bryn Mawr Neighborhood as a “Garden within a Park.” Bryn Mawr is committed to supporting this characterization through our Land Use Plan, our active participation in the Minneapolis Park and Recreation Board CAC and active participation with the Cedar Lake Park Association. We would like this description of the neighborhood included in the FEIS. The BMNA reiterates its strong request that the neighborhood’s access to and from the parks and trails, whether or not a Penn Station is determined to be built, not be curtailed. If the Penn Avenue Station is not built, the Southwest Transitway project needs to consult with the BMNA on mitigation that provides access across the Southwest Transitway line to the parks and trails. 	M3 L1
Page 9-26 9.6.9 – Environmental Justice	<ul style="list-style-type: none"> Bryn Mawr is a close neighbor to the Harrison and Near North communities. The BMNA supports their drive for economic justice. The BMNA feels there are access opportunities to these communities and development of the Bottineau Line that should not be underestimated. 	M5



Bryn Mawr Neighborhood Association (BMNA) ***Comments and Notes on the Southwest Transitway DEIS***

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>
Page 9-35 9.6.22 – Station Area Development	
	<ul style="list-style-type: none"> The BMNA strongly supports the findings of the DEIS in this section. We see the Bryn Mawr neighborhood as linked in a broader network. The BMNA also recognizes how important the Penn Station and Van White Station are to our participating in this network.
Chapter 10: Environmental Justice	
BMNA – no comments to this chapter	
Chapter 11: Evaluation of Alternatives	
BMNA – support for recommendation	
	<ul style="list-style-type: none"> The BMNA strongly supports the selection of Alternative 3A (LPA). The BMNA strongly opposes the selection of Alternative 3A-1 (Co-location alternative).
Chapter 12: Public Agency Coordination & Comments	
BMNA – no comments to this chapter	

I2

D



Meg McCormick
<memccormick2007@comcast.net>

12/26/2012 03:56 PM

To swcorridor@co.hennepin.mn.us

cc

bcc

Subject Commnets Re: SW Light Rail

I have lived in St. Louis Park for more than 25 years and believe that light rail is a necessity for this community, as well as the greater community. In fact, I just saw in the StarTribune that the Sierra Club rated the SWLRT project one of the best transportation projects in the U.S. Community is more than the block, neighborhood, or city in which we live. Decisions need to be made that are in the best interest of the broader community.

A

St. Louis Park has co-existed with the railroads since its inception and has dealt with more rail traffic in the past without issue; I believe people need to be reminded of that fact as it relates to our city's history. I would have loved to have seen a graphic comparing SLP population to rail traffic from 1950 to current day to help put this discussion in perspective!

I don't have an opinion one way or the other in regard to freight rail re-location and only ask that regardless of the decision, **appropriate and reasonable** mitigation be put in place for the residents affected. If it stays where it is, one area of St. Louis Park is affected; if it moves, another area is affected. Include residents in mitigation planning and listen to what is **appropriate and reasonable**. However, I do not support taxpayer dollars being spent on the purchase of property not essential for the project, regardless of the community in which that property is located. My personal opinion is that people who bought homes on or near a railroad track gambled and if this project affects that property, they lost the bet. Taxpayers shouldn't be on the hook for their gambling debts. Thank you.

L1

M4

Meg McCormick
3045 Kentucky Avenue South
Saint Louis Park, MN 55426
952-922-5265
memccormick2007@comcast.net



Lisa Walker
 <Lisa.Walker@hopkinsschools.org>

12/26/2012 04:47 PM

To "swcorridor@co.hennepin.mn.us"
 <swcorridor@co.hennepin.mn.us>

cc

bcc

Subject LDT Station in Hopkins

Feedback - traffic concerns about the station being on the north side of the tracks. I feel for flow and the amount of traffic the station should be located on the south side of the tracks. The number of residents walking on Blake Road and the school traffic with buses would dictate that the station should be located on the south side.

43 hoops is a HUGE asset to the community and deserves our full support. They open their doors and partner with everyone. They were a summer feed site so we could feed youth and families in the community.

12

12

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This electronic mail transmission may contain private or confidential data and is intended only for the person named. If you are not the intended recipient, you are notified that disclosing, copying, distributing, or taking any action in reliance on the contents of this information is strictly prohibited. If you received this message in error, please notify the sender, and delete it. Hopkins Public Schools reserves the right to monitor and review, without further consent, any messages created, sent, or received on its electronic mail system.



arthur higinbotham
<ahiginbotham@msn.com>

12/26/2012 05:16 PM

To swcorridor <swcorridor@co.hennepin.mn.us>

cc

bcc

Subject SWLRT DEIS

The SWLRT project is being kept alive with smoke and mirrors and political propaganda:

1. The choice of an LPA was a foregone conclusion, based on wishes of Hennepin County Commissioner Gail Dorfman. L1
2. The project submitted to the FTA was based on "advanced conceptual engineering", which was less than 1% of the engineering work, per Project Director Mark Fuhrmann. It is at least 40% too low. PE has been authorized for 15 months, but consultants have only now been chosen. L1
3. The ridership detail for the project was never released to the public for discussion; it is clearly overstated. P2
4. The project fails the economic justice criteria of serving minority populations of Uptown Minneapolis. L1
5. The project does not specify any quantitative mitigation along the Kenilworth corridor or for re-located freight rail in St. Louis Park. It fails the Minneapolis city criteria for approval. L1
6. It invites lawsuits from the residents of both St. Louis Park (along the MN&S line) and Minneapolis (along the Kenilworth corridor). L1
7. The proposed station locations in Minneapolis and St. Louis Park are too costly, inaccessible, ignore existing traffic congestion, and are oblivious to environmental concerns. I2
8. The LRT route adversely affects designated park areas eligible for the National Historic Register. S1
9. The DEIS, although issued over a year behind schedule, makes nebulous, unsubstantiated statements on various issues affecting community welfare, making public commentary difficult. M5
10. The project ignores safety concerns of several of the affected municipalities, including running the LRT or freight trains within 25 feet of residences and splitting school properties. R2

Arthur E. Higinbotham
3431 St. Louis Av., Minneapolis, Mn. 55416
Tel.: 612-926-9399

See Comment #684 for Theme Delineations



marged@aol.com

12/26/2012 08:00 PM

To swcorridor@co.hennepin.mn.us

cc jwischnack@eminnetonka.com,
tschneider@eminnetonka.com, gbarone@eminnetonka.com,
dallendorf@eminnetonka.com,

bcc

Subject Comments on the Environmental Impact Statement on
Southwest Transitway Project

The residents of Minnetonka, living in the Beachside community, on Pompano Drive are responding to the Environmental Impact Statement on the Southwest LRT and are expressing our concerns on the impact to our neighborhood, our homes and our investment in our homes from the proposed crossing of the LRT line at the intersection of the Smetana and Feltl Roads. Our homes are extremely close to the proposed crossing and we have concerns about the noise that will emanate from that crossing as well as the ecological impact on the surrounding area.

The LRT at the above intersection of Smetana and Feltl Roads at grade level will cause interruptions in an already busy traffic flow and will create noise from train alarms, sounding every 7.5 minutes during the day and also frequently at night. We will hear the train alarms from our homes when the windows are open and when we are on our decks. Constant noise from the trains will also frighten the wildlife in the wetland area that is adjacent to the proposed crossing and that separates our homes from the proposed crossing. We purchased our homes for many reasons, including the the quiet, the woods, and the wildlife that surrounds us.

We are also concerned about the rerouting of Feltl Road and the most likely need to cut down the trees near the crossing, which currently provides us with a sound buffer to the traffic on Smetana, Feltl and Opus in general. If the LRT must go through our neighborhood we would like to see the trees and wetland preserved to maintain our ambiance, our silence and our enjoyment of the wildlife, which are some of the reasons we purchased our homes.

As homeowners we would appreciate you allowing us input on all aspects of the LRT project as it pertains to our neighborhood and investment. We are especially concerned with the rerouting of Feltl Road and the preservation of our wooded wetland and wildlife. Please keep us informed and we welcome your inquiries about our opinions on the development of the project at the intersection of Smetana and Feltl Roads.

Signed by the following residents:

Margaret Edstrom, 5447 Pompano Drive, Minnetonka, MN 55343, marged@aol.com, 952-934-1854
(contact person)

Barbara Faegre, 5429 Pompano

Sally Shaw, 5402 Pompano

Victoria Dunn, 5457 Pompano

Chris Torberg, 5443 Pompano

Andrew Peacock, 5445 Pompano

Lois Peacock, 5445 Pompano

Linda Hagmeier, 5451 Pompano

Joanne Strate, 5417 Pompano

Janet Rasmussen, 5453 Pompano

Southwest Transitway Project

Comments on the Environmental Impact Statement

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Signed by the following residents:

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Andrew and Lois Peacock, 5445 Pompano

Janet Rasmussen, 5453 Pompano

Linda Hagmeier, 5451 Pompano

Victoria Dunn, 5457 Pompano

Joanne Strate, 5417 Pompano



"Vida Y. Ditter"
<vyditter@vyditter.cnc.net>

12/26/2012 08:18 PM

To <swcorridor@co.hennepin.mn.us>

cc <bjwillette@hotmail.com>, "Carleton Johnson"
<carletonjohnson@yahoo.com>, "Chuck Sullivan"
<tsgarch@msn.com>, "Dave Stack"

bcc

Subject ROC review of DEIS - 2012.docx

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

December 26, 2012

Dear Project Manager

Please accept these comments on the SW DEIS from the Bassett Valley Redevelopment Oversight Committee (The ROC).

Thank you

ROC Executive Committee

Bassett Creek Valley Redevelopment Oversight Committee (the ROC)
Comments and Notes on the Southwest Transitway DEIS

December 2012

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Chapter 5: Economic Effects	6
BMNA – General comment	6
Chapter 6: Transportation Effects	7
BMNA – no comments to this chapter	7
Chapter 7: Section 4(f) Evaluation	7
BMNA – no comments to this chapter	7
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BMNA – no comments to this chapter	7
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Page 9-4 – 9.4.1 Reasonably Foreseeable Future Action	7
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Page 9-26 9.6.9 – Environmental Justice	8

Page 9-35 9.6.22 – Station Area Development.....	8
Chapter 10: Environmental Justice.....	8
BMNA – no comments to this chapter	8
Chapter 11: Evaluation of Alternatives.....	8
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BMNA – no comments to this chapter	8

Bassett Creek Valley Redevelopment Oversight Committee (the ROC)

Comments and Notes on the Southwest Transitway DEIS

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>
<div data-bbox="128 415 894 467" data-label="Section-Header"> <h3>Introduction and Background</h3> </div>	<ul style="list-style-type: none"> • The Bassett Creek Valley Redevelopment Oversight Committee, herein referred to as the ROC, has a long record of supporting the Southwest Light Rail system. • The ROC was first created by the Minneapolis City Council in 1996 to advocate for development in the Bassett Creek Valley and to advise the Minneapolis City Council on development in the Bassett Creek Valley. • The ROC's voting members are appointed by the Bryn Mawr and Harrison neighborhood associations and the Bassett Creek Valley businesses. • The ROC has passed resolutions that strongly support Alternative 3A, the Locally Preferred Alternative – LPA. • The ROC strongly opposes Alternative 3A-1, the Co-Location Alternative in the Kenilworth Corridor for all the reasons cited in the DEIS. • The ROC sees great potential benefits from light rail for the Bassett Creek Valley and Minneapolis and strongly supports the Southwest Transitway project. • The ROC strongly supports the DEIS findings. It acknowledges the noise impact, construction challenges, access issues and potential increased vibrations. We look to mitigation in the design phase to manage these. • The ROC supports the Van White Boulevard station which offers distinct benefits to the Bassett Creek Valley – in development opportunities, transportation opportunities to jobs for those less able to have private transportation. • The ROC recognizes that the Bassett Creek Valley will realize the benefits identified in the DEIS only if the Van White Boulevard Station is built, including, but not limited to, improving mobility, efficient travel options, protecting quality of life, and preserving the environment. Consequently, ROC support is based on the description of the project as contained in the DEIS, which includes the development of the Van White Boulevard Station. • The ROC strongly advocates for the Van White Boulevard Station, not only for its benefits to the Bassett Creek Valley, but also on behalf of myriad riders who would use this station and the Penn Avenue Station to access the Minneapolis Parks' Grand Rounds northern amenities.

A

D

12

Bassett Creek Valley Redevelopment Oversight Committee (the ROC)

Comments and Notes on the Southwest Transitway DEIS

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>
	<ul style="list-style-type: none"> • Current redevelopment plans for the Bassett Creek Valley is entirely dependent upon a Van White Boulevard Station being built. • Current plans for job creation, some 2600 in the vicinity of the Van White Boulevard Station is dependent upon a Van White Boulevard Station being built. • A Van White Boulevard Station, as represented in the DEIS, provides access to broader transportation opportunities to downtown, the Metrodome, Target Field, Mall of America, the airport, St. Paul and both western and eastern suburbs, along with access to the park and lakes out of an area that has few amenities and accesses to the larger community. • Because the LPA will be a permanent investment, this new transit service, with its station at Van White Boulevard, will positively influence potential economic development, consistent with community plans, such as the Bassett Creek Valley Master Plan (2007) which was adopted into the City of Minneapolis Comprehensive Plan which was approved by the Metropolitan Council (Met Council), • With the Harrison Neighborhood and the BMNA, the ROC advocates for the improved mobility to the jobs and activity centers in the Minneapolis Business District , as well as along the length of the corridor for reverse-commute trips to the expanding suburban employment centers that the Van White station provides.
Chapter 1: Purpose and Need for the Proposed Action	
Page 1-3 – 1.1 Overview of Proposed Action	
	<ul style="list-style-type: none"> • In partnership with the BMNA, Harrison neighborhood, the ROC would like to add the proposed Bottineau line to the list of related transportation lines in paragraph 3.
Page 1-14 – 1.3.2.2 Limited Competitive, Reliable Transit Options and 1.4 Project Goals and Objectives	

I2

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P1

Bassett Creek Valley Redevelopment Oversight Committee (the ROC)

Comments and Notes on the Southwest Transitway DEIS

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>	
	<ul style="list-style-type: none"> • Whenever possible, please use 2010 census data. • The ROC strongly supports that the Southwest Transitway will bring a regional connectivity and travel time reliability that a high capacity transit line offers. • The ROC strongly supports the Project Purposes, Goals and Objectives as outline in this chapter. 	A
Chapter 2: Alternatives Considered		
Page 2-31 – 2.3.3.2 – LRT 3A (Locally Preferred Alternative)		
	<ul style="list-style-type: none"> • The ROC strongly endorses the LPA, including Penn Avenue and Van White Boulevard stations. • The ROC strongly endorses the relocation of all freight rail traffic out of the Kenilworth Corridor. • The ROC strongly advocates that the Kenilworth Trail (with 450,000 trips per annum) be left intact in the Kenilworth Corridor, an outcome that is not possible if freight rail and SOUTHWEST TRANSITWAY co-locate in the Kenilworth Corridor 	D I2
Page 2-52 – 2.3.3.9 Operations and Maintenance Facility		
	<ul style="list-style-type: none"> • The ROC acknowledges concerns expressed by the Harrison Neighborhood for the OFM site – Minneapolis 4 (centered on 5th Street North between 6th Avenue North and 10th Avenue North) and supports further documentation of remediation options to address those concerns before final site selection. 	H1
Page 2-54 – Table 2.3-10 – Bus Service Changes		
	<ul style="list-style-type: none"> • The DEIS does not identify the potential to integrate the LPA with the new Bottineau line. This section should reference the possibility of bus shuttle connection to this line and connections to Route 9. 	P1
	<ul style="list-style-type: none"> • The DEIS also does not acknowledge that there is no identified bus service to the 	

Bassett Creek Valley Redevelopment Oversight Committee (the ROC)

Comments and Notes on the Southwest Transitway DEIS

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>
	Van White station to and from Bryn Mawr.
Chapter 3: Social Effects	
Page 3-20 – 3.1.3 Land Use Plans	
	<ul style="list-style-type: none"> There have been three Master Plans for the Bassett Creek Valley area dating back to 1996. The most recent Master Plan was approved by the Minneapolis City Council in 2007, incorporated into the City's Comprehensive Plan and approved as part of the Comprehensive Plan by the Metropolitan Council. The Master Plan for the Bassett Creek Valley is a long range land use plan whose potential is dependent upon a station at Van White Boulevard.
Page 3-34 – 3.1.5.1 Effects to Land Use and Socioeconomics	
	<ul style="list-style-type: none"> The potential for development and the change in land use associated with the Van White Boulevard station are identified in the Bassett Creek Master Plan (2007) incorporated into the City of Minneapolis' Comprehensive Development Plan and approved by the Metropolitan Council. The ROC stands in strong support of relocation of the TCW line to the MN&S line in St. Louis Park. The ROC stands strongly in favor of the Kenilworth Trail being left intact at its current location in the Kenilworth Corridor. This off street trail is part of the first federal bicycle commuter route, joining the Cedar Trail that runs through a large segment of Bryn Mawr, right to and past the Van White Boulevard Station.
Page 3-37 – 3.1.5.2 Operations and Maintenance Facility	
	<ul style="list-style-type: none"> The ROC acknowledges concerns expressed by the Harrison Neighborhood for OFM

D

N1

Bassett Creek Valley Redevelopment Oversight Committee (the ROC)

Comments and Notes on the Southwest Transitway DEIS

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>	
	site – Minneapolis 4 (centered on 5th Street North between 6th Avenue North and 10th Avenue North) and supports further documentation of remediation options to address those concerns before final site selection.	H1
Page 3-58 – 3.2.2.6 Neighborhoods and Community Cohesion		
	<ul style="list-style-type: none"> The DEIS indicates that “light rail service would assist in providing a new rapid transit service enabling a more direct connection to downtown Minneapolis and the regional transit network.” (3.2.2.6, p3-58) This is true only if the Van White Boulevard Station is built. The DEIS focuses on distance to downtown Minneapolis as the major benefit of the Van White Station. It does not focus sufficiently on the social effects of Southwest Transitway travel westward (reverse commuting) or on ridership that comes from all areas of the region to potential jobs in the Bassett Creek Valley and “connections to parks, trails, the lakes, and community amenities and attractions” (Page 3-50, DEIS), Central Corridor, Hiawatha line and to the Northstar. The social effects of a station at Van White Boulevard are immense. Using current transportation means, it takes upwards of two hours and three transfers to travel from Harrison to jobs in the west. A station at Van White Boulevard and a station would drastically reduce travel time. 	I2 P1 M3
Page 3-66 – 3.2.5 Summary		
	<ul style="list-style-type: none"> A Van White Boulevard Station would improve economic development. Table 3.2-2 only calls out Target Field station as having potential for development. The ROC strongly believes that there are major development opportunities the Southwest Transitway will have at the Van White station. 	I2 M3

Bassett Creek Valley Redevelopment Oversight Committee (the ROC)

Comments and Notes on the Southwest Transitway DEIS

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>	
Page 3-116 – 3.6.3.3 Build Alternatives		
	<ul style="list-style-type: none"> The interface of the freight train, motor vehicles, bicyclists and pedestrian is an area of concern as it exists today. The introduction of the light rail provides a great opportunity to do this right and not leap to design decisions without the involvement of interested parties. 	L1
Chapter 4: Environmental Effects		
Page 4-111 – 4.8.2.1 Vibration-Sensitive Land Uses		
	<ul style="list-style-type: none"> While 4.8.2.1 addresses vibration-sensitive land uses, the vibration effects of the relocation of TC&W freight trains currently operating in the Kenilworth Corridor to the portion of the BNSF line west of Penn are not clear. A neighborhood concern has been raised that the BNSF line west of Penn is over moraine material and the additional TC&W trains may have an impact. 	
Chapter 5: Economic Effects		
BMNA – General comment		
	<ul style="list-style-type: none"> The ROC supports that the DEIS calls for building of all of the stations and identifies development opportunities for all of the stations except the 21st Street Station. 	L2

Bassett Creek Valley Redevelopment Oversight Committee (the ROC)

Comments and Notes on the Southwest Transitway DEIS

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>
Chapter 6: Transportation Effects	
BMNA – no comments to this chapter	
Chapter 7: Section 4(f) Evaluation	
BMNA – no comments to this chapter	
Chapter 8: Financial Evaluation	
BMNA – no comments to this chapter	
Chapter 9: Indirect Effects and Cumulative Effects	
Page 9-4 – 9.4.1 Reasonably Foreseeable Future Action	
	<ul style="list-style-type: none"> Hennepin County section of Table 9.4.1 – The Bottineau Line seems to be a foreseeable action and should be included for its impact. City Actions – Minneapolis section of Table 9.4.1 – the ROC feels there should be a stronger statement of the impact the Van White station would have in supporting and leveraging development of Linden Yards / Bassett Creek Valley.
Page 9-23 – 9.6.6 Parklands and Recreation Areas	
	<ul style="list-style-type: none"> In the Bassett Creek Master Plan, the ROC has committed to supporting and preserving the parks and trails through which the Southwest Transitway line travels not be curtailed.

N12

P9

Bassett Creek Valley Redevelopment Oversight Committee (the ROC)

Comments and Notes on the Southwest Transitway DEIS

December 2012

<i>DEIS Reference</i>	<i>BMNA Notes and Comments</i>	
Page 9-26 9.6.9 – Environmental Justice		
	<ul style="list-style-type: none"> • The ROC supports the drive for economic justice in the Bassett Creek Valley. • There are access opportunities to these communities and development of the Bottineau Line that should not be underestimated. 	M5
Page 9-35 9.6.22 – Station Area Development		
	<ul style="list-style-type: none"> • The ROC strongly supports the findings of the DEIS in this section. • The ROC also recognizes how important the Van White Station is to our participating in this network. 	I2
Chapter 10: Environmental Justice		
BMNA – no comments to this chapter		
Chapter 11: Evaluation of Alternatives		
BMNA – support for recommendation		
	<ul style="list-style-type: none"> • The ROC strongly supports the selection of Alternative 3A (LPA). • The ROC strongly opposes the selection of Alternative 3A-1 (Co-location alternative). 	D
Chapter 12: Public Agency Coordination & Comments		
BMNA – no comments to this chapter		

***Bassett Creek Valley Redevelopment Oversight Committee (the ROC)
Comments and Notes on the Southwest Transitway DEIS***

December 2012



SURFACE TRANSPORTATION BOARD
Washington, DC 20423



Office of Environmental Analysis

December 19, 2012

Katie Walker, Senior Administrative Manager
Hennepin County Housing, Community Works & Transit
Attn: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

**See Comment #351 for
Theme Delineations**

RE: Comments on the Draft Environmental Impact Statement, Southwest
Transitway Project in Minneapolis

Dear Ms. Walker:

Thank you for providing the Draft Environmental Impact Statement (Draft EIS) for our review and comment. As you know, the Surface Transportation Board (Board) is currently involved as a cooperating agency in this environmental review because the Board may have a licensing role over certain aspects of the proposed Southwest Light Rail Project. Our comments on the Draft EIS are attached for your review. If you have any questions or need any further information, please do not hesitate to contact me or Christa Stoebner of my staff by telephone at (202) 245-0299 or email at christa.stoebner@stb.dot.gov. We look forward to working with you in the near future.

Sincerely,

Victoria Rutson
Director

Office of Environmental Analysis

Cc: Marisol Simon, Regional Administrator, FTA, Region V
Maya Sarna, FTA

**SURFACE TRANSPORTATION BOARD
COMMENTS ON THE
SOUTHWEST TRANSITWAY PROJECT
DRAFT EIS**

Board Jurisdiction

Light Rail Transit Line

The proposed construction and operation of a 15-mile light rail transit line connecting downtown Minneapolis to the cities of St. Louis Park, Hopkins, Edina, Minnetonka, and Eden Prairie would not require a license from the Board because the Board does not have jurisdiction over intrastate transportation that is not part of the interstate rail network. 49 U.S.C. § 10501(a)(2)(A); see DesertXpress Enters., LLC--Petition for Declaratory Order, FD 34914 (STB served May 7, 2010). The Board also does not have jurisdiction over mass transportation provided by a local governmental authority. 49 U.S.C. § 10501(c)(2).

Trackage Rights

Alternatives 1A, 3A, 3C-1, and 3C-2 would include the rerouting of existing Twin Cities & Western Railroad Company (TC&W) freight rail service from the Canadian Pacific's (CP) Bass Lake Spur and Hennepin County Regional Railroad Authority's (HCRRA) Cedar Lake (Kenilworth Corridor) to the MN&S Subdivision and BNSF Railway Company's Wayzata Subdivision.

- **Discontinuance of Service.** In order to end freight rail service on a line, any carrier with overhead trackage rights on that line would need to seek discontinuance authority from the Board to be relieved of their common carrier obligation. Accordingly, to end its freight rail service on the Bass Lake Spur and/or the Kenilworth Corridor, TC&W would need to seek discontinuance authority by filing either a petition for exemption pursuant to 49 U.S.C. § 10502 or a full application pursuant to 49 U.S.C. § 10903. A full application is used when there are controversial issues needing Board scrutiny, and a petition for exemption may be used if there is not likely to be any controversy, as it is a more streamlined process. While there appears to be public interest and some controversy over rerouting TC&W traffic to the MN&S line that runs through the City of St. Louis Park, there does not appear to be controversy over TC&W's potential discontinuance of freight rail service over the Bass Lake Spur and/or the Kenilworth Corridor; therefore, a full application would not likely be necessary. The Board usually prepares an Environmental Assessment (EA) for a proposed discontinuance of service over a rail line (except for discontinuances of freight service under modified certificates and discontinuances of trackage rights where the affected line will continue to be operated, which are treated as categorical exclusions that do not need an EA). 49 C.F.R. §§ 1105.6(b) and (c).
- **Trackage Rights.** A rail carrier must obtain Board approval to operate over a line owned by another carrier. See 49 C.F.R. § 1180.2(d)(7). HCRRA's December 10, 2012 Memo (Southwest Transitway Draft Environmental Impact Statement Questions and Responses

for Surface Transportation Board) indicates that TC&W currently has trackage rights over CP's MN&S line. If this were not the case, then TC&W would need to obtain trackage rights authority before rerouting freight traffic to the MN&S line. Trackage rights are categorically excluded from NEPA review under the Board's environmental rules at 49 C.F.R. § 1105.6(c)(4).

Rail Line Abandonments and Discontinuance of Service

Although briefly mentioned in Appendix H on page 16, the DEIS does not appear to discuss or evaluate any rail line abandonment. However, HCRRA's December 10, 2012 Memo (Southwest Transitway Draft Environmental Impact Statement Questions and Responses for Surface Transportation Board) indicates that, if freight rail were to be relocated to the MN&S line, then HCRRA would abandon the Kenilworth Corridor tracks and CP would abandon a portion of their tracks along the Bass Lake Spur.

Board authorization is required to abandon or discontinue service over rail lines that are part of the interstate rail network, pursuant to 49 U.S.C. § 10903. Accordingly, if HCRRA and CP plan to abandon these lines, they would both need to seek abandonment authority for their respective rail lines, and TC&W would need to seek discontinuance authority from the Board pursuant to 49 C.F.R. part 1152. If abandonment authority is granted by the Board, an abandonment extinguishes the common carrier obligation for a rail line, and removes the underlying right-of-way from the Board's jurisdiction.

The Board will normally prepare an EA for a proposed abandonment and discontinuance of service over a line (49 U.S.C. § 1105.6(b)). For environmental reviews of rail line abandonments, the Board's role is limited to the anticipated impacts of the abandonment proposal before the agency: the diversion of traffic to other rail lines or transportation modes and the consequences of removing the track and related structures. Iowa Southern R. Co. – Exemption – Abandonment, 5 I.C.C.2d 496, 501 (1989), aff'd, Goos v. ICC, 911 F.2d 1283 (8th Cir. 1990). The Board's environmental and historic rules at 49 C.F.R. §§ 1105.7 and 1105.8 describe the information needed for the Board's environmental and historic review processes. If the Southwest Transitway EIS is not supplemented to include the information that the Board requires in the appropriate chapters, then the Board would conduct a separate environmental and historic review if and when a proposed abandonment is formally filed with the Board.

Improving, Upgrading, or Realigning an Existing Rail Line

Alternative 3A-1 would include the co-location of the proposed light rail line and TC&W freight rail service on reconstructed freight rail tracks on CP's Bass Lake Spur and HCRRA's Cedar Lake (Kenilworth Corridor). According to pages ES-2, ES-8, and 2-41 of the DEIS, the existing freight tracks would need to be reconstructed to meet BNSF design standards for clearance requirements.

Pursuant to 49 U.S.C. § 10901, a rail carrier must seek Board authority to construct a new line of

rail or to extend an existing line of rail. However, Board approval is not required to improve, upgrade, or realign an existing line without extending the territory or markets that the railroad serves. See Tex. & Pac. Ry. v. Gulf, Colo. & Santa Fe Ry., 270 U.S. 266, 278 (1925); BNSF Ry.—Petition for Declaratory Order, FD 35164 et al., slip op. at 8 (STB served May 20, 2009); Union Pac. R.R.—Petition for Declaratory Order—Rehabilitation of Mo.-Kan.-Tex. R.R. Between Jude & Ogden Junction, Tex., 3 S.T.B. 646 (1998); Denver & Rio Grande W. R.R.—Joint Constr. Project—Relocation Over Burlington N. R.R., 4 I.C.C.2d 95, 97 (1987). Based on the information provided, reconstructing CP's Bass Lake Spur and HCRRA's Cedar Lake (Kenilworth Corridor) would not require Board approval.

Spur, Industrial, Team, Switching, or Side Track

Board approval is not required to construct or operate spur, industrial, team, switching, or side track (known as "excepted track"), as long as the purpose and effect is not to extend the railroad's territory. See 49 U.S.C. § 10906. In addition, Board approval is not required for an acquisition, abandonment, or discontinuance of spur, industrial, team, switching, or side track. See 49 U.S.C. § 10906.

There is no single test for determining whether a particular track segment should be categorized as a line of railroad or as excepted track. Rather, the agency and the courts have adopted a case-by-case, fact-specific approach to make this determination. Primarily, the Board looks at the intended use of a track, and at a track's physical characteristics.

Connecting Track

Whether or not Board authority would be needed for construction of connecting track depends on whether the connection is proposed for operational efficiency (no authority needed) or to allow the carrier(s) to reach new markets (authority needed).

A carrier can build connecting track that falls outside the Board's jurisdiction if it is just for operational efficiency. In this scenario, constructing connecting track would be akin to double tracking or other track improvements that do not typically require Board authority. Conversely, a railroad can build connecting track that falls under the Board's jurisdiction if the connecting track would reach new markets – just as construction of a new mainline to reach new shippers would require Board authority. Board authority to construct connecting track in this circumstance can be obtained in one of two ways:

- a) The class exemption at 49 CFR 1150.36, which applies if the construction is within existing right-of-way or on land already owned by the railroad.
- b) A construction application under 49 U.S.C. 10901, which applies if the construction is not on an existing right-of-way or land owned by the railroad, or a party argues that the class exemption should not apply in a specific case.

If Board authority to construct the connecting track is sought, NEPA applies. For rail line construction projects, OEA may prepare an EIS, but an EA is typically prepared for construction

cases involving connecting track within existing rail rights-of-way or on land owned by connecting railroads. 49 U.S.C. § 1105.6(b)(1).

Two new connections are mentioned in the DEIS: (1) a connection between CP's Bass Lake line and the MN&S line (across the National Lead/Golden Auto Site) and (2) a connection between the MN&S line and the BNSF Wayzata line. (See pages 1-11, 1-12, 2-8, and 2-27). With regard to the connection between CP's Bass Lake line and the MN&S line, HCRRA's December 10, 2012 Memo states that "there will not be any new markets or territory served because of the reroute. TC&W currently has trackage rights on the CP-owned Bass Lake Spur and the MN&S Spur. By using the reroute, the TC&W would exercise existing rights over the MN&S line." While there currently is no direct connection between the Bass Lake line and MN&S line, there is an existing wye track that currently provides a connection from the Bass Lake line to the MN&S line. HCRRA also states that the wye track has historically been used by TC&W to access the Port of Savage. With regard to the connection between the MN&S line and the BNSF Wayzata line, the DEIS states that "the new connection would likely be used, at least in the near term, in a similar manner as the existing connection, which is to access the BNSF Wayzata Subdivision and more efficiently connect to the east side of town. However, the connection would also provide the flexibility to use other routes to get to the various connections that TC&W uses."

Based on the information provided, the connection between the Bass Lake line and the MN&S line would not require Board approval. In addition, it is not likely that Board authority would be needed for the construction of connecting track between the MN&S line and the BNSF Wayzata line, but we need the following additional information to make that determination:

- How long (in miles) would the proposed connecting tracks be?
- Would the proposed line operate in the same manner as the existing one?
- Would the track only be used for overhead traffic or also for local traffic?
- Would any other additional carriers be rerouted to the MN&S line and the proposed connecting track?
- Who owns the land where the connecting track would be constructed?
- Would the proposed connecting track enable carrier(s) to reach new markets or new competitive territory?
- The DEIS states that the connection would also provide the flexibility to use other routes to get to the various connection that TC&W uses. Please be more specific in describing those other routes.

Chapter 1: Purpose and Need for the Proposed Action

Page	Comment
1-8 and 1-9	<p>The core purpose and need for this project is difficult for a reader to find, and is not mentioned until page 1-8. Recommend stating the purpose and need at the beginning of Chapter 1.</p> <p>Under 40 C.F.R. § 1502.13, an EIS shall briefly specify the proposed project's purpose and need. Even if a longer explanation follows, we recommend that the purpose and need be more clear and succinct.</p> <p>For example, on page 1-8, there is a paragraph that states: "The primary purpose of the proposed project, the Southwest Transitway, is to provide a high-capacity transit connection improving mobility, accessibility, and system linkages to major population and employment centers including Downtown Minneapolis, Chain of Lakes and Recreation Area, Excelsior and Grand, Downtown Hopkins, Golden Triangle Business District, Opus Business Park, and Eden Prairie Center. The proposed project would also provide a high capacity transit alternative to the traffic congestion in the study area and further the implementation of the Metropolitan Council's 2030 TPP goal to double transit ridership by 2030." If this is the core purpose and need statement, we recommend stating it on the first page of Chapter 1.</p>

Chapter 2: Alternatives Considered

Page	Comment
2-20	<p>If TC&W's freight traffic is rerouted to the MN&S corridor, pages 2-20 and 2-27 of the DEIS state that freight traffic on the MN&S line would increase by a maximum of an additional six trains per day and a maximum of 22 additional trains per week. Freight traffic is projected to increase nationwide over the next several years, and traffic forecasts should be available from the relevant freight railroads. That information would be useful to include in the analyses of alternatives that would result in the rerouting of freight traffic over the MN&S line. If freight traffic forecasts for the reroute alternatives are not evaluated as part of the proposed project, it would seem appropriate to consider freight traffic forecasts and any potential impacts in Chapter 9, Indirect Effects and Cumulative Analysis.</p>
2-22	<p>HCRRA's December 10, 2012 Memo (Southwest Transitway Draft Environmental Impact Statement Questions and Responses for Surface Transportation Board) indicates that, if freight rail is relocated to the MN&S line, then HCRRA would abandon the Kenilworth Corridor tracks and CP would abandon a portion of their tracks along the Bass Lake Spur.</p>

	For alternatives that would include the rerouting of existing TC&W freight rail service to the MN&S line and Wayzata line, please include information about any planned rail line abandonments, including the information required under the Board's rules at 49 C.F.R. §§ 1105.7(e)(1) and 1105.8.
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Chapter 3: Social Effects

Page	Comment
	Abandonment and discontinuance need to be evaluated. Proposed connecting track between the MN&S line and the BNSF Wayzata line may need to be evaluated.
3-75	The Surface Transportation Board should be included as a consulting agency in the Section 106 review process.
3-77 and 3-78	A Programmatic Agreement (PA) is discussed on pages 3-77 and 3-78, and it would be appropriate for the Surface Transportation Board to be involved in any revision of the PA and to become a signatory to this document.

Chapter 4: Environmental Effects

Page	Comment
	Abandonment and discontinuance need to be evaluated. Proposed connecting track between the MN&S line and the BNSF Wayzata line may need to be evaluated.
4-26	Under Table 4.2-1, "Permitting Agencies, Corresponding Regulatory Responsibilities, and Actions," the Surface Transportation Board should be listed as a "Permitting Agency." The Board is an economic regulatory agency that Congress charged with resolving railroad rate and service disputes and reviewing proposed railroad mergers. The Board has jurisdiction over railroad rate and service issues and rail restructuring transactions, such as mergers, line sales, new line construction, and abandonments. Board approval would be required if: <ul style="list-style-type: none"> • TC&W proposes to discontinue service over CP's Bass Lake Spur and HCRRA's Cedar Lake (Kenilworth Corridor); • CP proposes to abandon a portion of the Bass Lake Spur and HCRRA

	<p>proposes to abandon the Cedar Lake (Kenilworth Corridor)); and/or</p> <ul style="list-style-type: none"> • The construction of connecting track, if it is determined that the new track(s) would enable carrier(s) to reach new markets or new competitive territory. <p>We have provided a description of the Board's jurisdiction and actions that require Board authorization with our comments.</p>
	<p>Safety</p> <p>Changes in frequency, weight, speed and volume of trains on the MN&S line may increase safety risks, and there are a number of safety concerns because of sharp turns, steep grades, elevated tracks, narrow right-of-way, at-grade crossings, and schools near the line. Accordingly, it is critically important that any proposed changes to freight rail operations conform to relevant freight rail standards. In addition, increased freight rail traffic near schools and residential areas could have safety implications that warrant mitigation.</p>

Chapter 5: Economic Effects

Page	Comment
	No Comments.

Chapter 6: Transportation Effects

Page	Comment
	<p>Abandonment and discontinuance need to be evaluated.</p> <p>Proposed connecting track between the MN&S line and the BNSF Wayzata line may need to be evaluated.</p>

Chapter 7: Section 4(f) Evaluation

Page	Comment
	The U.S. Department of Transportation regulation known as Section 4(f) is not applicable to Surface Transportation Board actions because the Board is an independent agency. Accordingly, we do not have any comments to submit on Chapter 7.

Chapter 8: Financial Analysis

Page	Comment
	No comments.

Chapter 9: Indirect Effects and Cumulative Analysis

Page	Comment
	If TC&W's freight traffic is rerouted to the MN&S corridor, pages 2-20 and 2-27 of the DEIS state that freight traffic on the MN&S line would increase by a maximum of an additional six trains per day and a maximum of 22 additional trains per week. Freight traffic is projected to increase nationwide over the next several years, and traffic forecasts should be available from the relevant freight railroads. That information would be useful to include in the analyses of alternatives that would result in the rerouting of freight traffic over the MN&S line. If freight traffic forecasts for the reroute alternatives are not evaluated as part of the proposed project, it would seem appropriate to consider freight traffic forecasts and any potential impacts in Chapter 9.

Chapter 10: Environmental Justice

Page	Comment
	No comments.

Chapter 11: Evaluation of Alternatives

Page	Comment
	No comments.

Chapter 12: Public Agency Coordination and Comments

Page	Comment
12-14	Under Table 12.2-2. Preliminary List of Required Permits, the Surface Transportation Board should be included in the list of "Federal Approvals" that may be required because, depending on the alternative selected, certain aspects of this proposed project may require a license from the Board. We have provided a description of the Board's jurisdiction and actions that require

	Board authorization with our comments.
12-16	<p>Under the section 12.2.2 titled "Section 106 Coordination," the Surface Transportation Board should be: (1) listed as a coordinating agency and (2) included in the Section 106 process.</p> <p>In addition, a Section 106 Agreement is discussed on page 12-16. As a Federal agency with responsibilities under the National Historic Preservation Act (16 U.S.C. 470f), it would be appropriate for the Surface Transportation Board to be involved in the development of this agreement and to become a signatory to this document.</p>

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