Today’s Topics

• Welcome and Introductions/Approve Minutes
• Hennepin County Works Update:
  ✓ TSAAP Open House Summary
  ✓ Mind-Mixer Demonstration
  ✓ Focus Group Outreach
• National Environmental Policy Act (NEPA) Process
• Technical Issue Presentations/Discussion:
  ✓ Minnetonka/Hopkins Bridge
  ✓ Operations and Maintenance Facility Candidate Sites Update
  ✓ Freight Rail and Station Open Houses
• Mid-Year Check-in/Discussion
• Success Measures Update
• Member and Committee Reports/Public Forum
• Adjourn
Community Works Update
Southwest LRT Community Works
... beyond the rails

Imagine a trip on a quick and efficient light rail train running diagonally out from downtown Minneapolis through SW metro area suburbs. With 17 stations along the way, stopping at key destinations in Minneapolis, St. Louis Park, Hopkins, Minnetonka and Eden Prairie, this proposed line will have 30,000 riders per day, and be connected to major rail and bus lines, including Hiawatha LRT, Central Corridor LRT (Green Line), and Northstar Commuter Rail.

In addition to adding another great way to get around town, the Southwest LRT line will help grow the economy, add jobs, and create opportunities for quality housing and walkable neighborhoods. Hennepin County and partner cities are working together with the Metropolitan Council and others to catalyze actions that will turn new opportunities into realities. This effort is called the Southwest LRT Community Works program, and this website will provide you with information about this program.

Get us your ideas about the areas around the stations

Get to know the station areas:
- Station Area Profiles
- Future Plans - May/June Open House Materials

New Data:
- Southwest Corridor-wide Housing Inventory
JOIN IN SOUTHWEST LRT STATION AREA PLANNING
ABOUT THE PROJECT

Welcome to the interactive site for community dialogue about how areas around proposed Southwest LRT stations might change to take advantage of the coming LRT. Now is the time to offer your thoughts before the train leaves the station.

PROJECT DETAILS
- About the Project
- How It Works
- Who's Listening?
- Southwest LRT Map
- SW LRT Community Works Site

STATIONS ON THE LINE
Sort By: RANDOM LATEST POPULAR

Royalston
Minneapolis
6 Interactions

Van White
Minneapolis
0 Interactions

Penn
Minneapolis
1 Interactions

21st Street
Create your account. Contribute to your community.

Sign up. Share and support ideas. Improve your community.

SIGN UP WITH EMAIL:

First Name
Last Name
Email Address
Password
Confirm Password
Postal Code
Birth Year

Allow us to find Topics near where you live
Participants must be at least 14 years of age.

Female Male Other

CREATE ACCOUNT
Royalston
Minneapolis

Where are the ideas happening? See for yourself.

Launch the Idea Map

TOPICS

Getting to the Royalston Station

What do you want to see in the Royalston Station area?

Give some examples of what you want to see at the Royalston Station!

Select Language
Powered by Google Translate

About MindMixer | How It Works | Download Adobe Reader | Terms of Use | Privacy Policy

Need Help?
How would you most likely get to the Royalston Station?

Walk
Bike
Bus
Drive
Carpool
Other (please use the comment feature to share your thoughts)

Please consult the Royalston Station map.

More Info: Royalston Station Map

Submit Your Vote
Use the +/- buttons to zoom into the Royalston Station. The red rings represent ¼ and ½ mile areas surrounding the station, and generally represent the distance that is walkable about 5 or 10 minutes respectively. Please let us know your ideas for improvements or changes you would like to see in these areas.

2 IDEAS

JUN 17, 2013  Winston W

Redevelopment of properties on glenwood

JUN 17, 2013  Winston W

Bus access to station
Redevelopment of properties on Glenwood

JUN 17, 2013  Winston W

I would like to see design charrettes about how development of the parcels of land on Glenwood could look like.

Add your Comment

How would you improve this idea?
WHO’S LISTENING?

Officials & Staff
Hennepin County & Partner Cities: Minneapolis, St. Louis Park, Hopkins, Minnetonka & Eden Prairie
Idea submitted through MindMixer will be incorporated into the Station Area Planning process

Station Area Planning Site
TSAAP Listening Sessions

- Summer 2013
- Ten to fifteen participants
- Meet with traditionally underrepresented populations
- Take place within the regularly occurring meetings of the host organizations
SWLRT Project Development Technical Issues

Revision 04: 28 May 2013

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

PEC West

PEC East

Joint PEC West/PEC East

System-wide Technical Issues (not shown):
22. Traction Power Substation and Signal Bungalow Locations
23. Operation & Maintenance Facility (OMF) Location
24. Park & Ride, Kiss & Ride and Bus Layover Locations
25. Trails and LRT Interface Coordination

10. Downtown Hopkins Station
11. Excelsior Blvd. Crossing
12. Blake Station
13. Louisiana Station
14. Wooddale Station
15. TH 100
16. Beltline Station
17. West Lake Station
18. Kenilworth Corridor
19. Bassett Creek Valley Corridor
20. Royalston Station/Interchange Project Coordination
21. Freight Rail Co-location/Relocation Alternatives
SWLRT PD Technical Issues
Minnetonka/Hopkins Bridge
Technical Issue #7
Operations and Maintenance Facility (OMF)
Technical Issue #23
OMF Technical Issue #23: Site Selection Process Overview

• Tier 1 – Identified 18 candidate sites (March)
• Tier 2 – Identified 7 candidate sites (April/May)
• Tier 3 – Identify 2-3 candidate sites (June)
• Tier 4 – Identify recommended site (July)
OMF Technical Issue #23: Tier 1 Site Selection Criteria

- Site size of 10 to 15 acres
- Flat/rectangular
- Efficient LRT train movement
- Good roadway access to site
- Compatible with adjacent land use
# OMF Technical Issue #23: Tier 1

## 18 Candidate Sites

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

* From DEIS
SWLRT Operation and Maintenance Facility Candidate Sites
## OMF Technical Issue #23: Tier 2 & Tier 3 Evaluation Criteria

### Operational Characteristics

<table>
<thead>
<tr>
<th></th>
<th>Site Configuration: operational effectiveness</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Alignment Proximity/Connectivity: distance/connection to mainline</td>
</tr>
<tr>
<td></td>
<td>Alignment Location: geometric position on mainline</td>
</tr>
<tr>
<td></td>
<td>Site Access: access for operations staff</td>
</tr>
</tbody>
</table>

### Site Characteristics

<table>
<thead>
<tr>
<th></th>
<th>Adjacent Land Use Compatibility</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TOD/Mixed Use/Economic Development Considerations</td>
</tr>
<tr>
<td></td>
<td>Zoning</td>
</tr>
<tr>
<td></td>
<td>Site &amp; Facilities Cost: facilities, grading, utilities, soils</td>
</tr>
<tr>
<td></td>
<td>Real Estate Acquisition: cost, complexity, legalities</td>
</tr>
<tr>
<td></td>
<td>Relocation Cost: displaced occupants and uses</td>
</tr>
<tr>
<td></td>
<td>Environmental Impact: wetlands, hazardous materials</td>
</tr>
<tr>
<td></td>
<td>Cultural Resources: cultural, historical</td>
</tr>
<tr>
<td></td>
<td>Stormwater Management: drainage, treatment</td>
</tr>
</tbody>
</table>
OMF Technical Issue #23: Tier 2 Site Selection Process

• Prepared site summary sheets for all 18 candidate sites
• Identified 7 candidate sites
• Reviewed with TPAC, CAC, BAC, CMC, and individual cities
• Cities recommended two additional sites (9A and 11A)
OMF Technical Issue #23: Tier 2 Site Selection Process

- Developed concept layouts for 7 candidate sites; reviewed with Metro Transit Operations and Maintenance
- Combined candidate sites 3 and 4 into one site
- Combined candidate sites 12 and 13 into one site
- Held three public open houses
- Reviewed 7 candidate sites and layouts with cities; requested additional input from cities
OMF Technical Issue #23: Tier 2
7 Candidate Sites

<table>
<thead>
<tr>
<th>Site Number</th>
<th>Name (City)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 / 4</td>
<td>City Garage West/East (Eden Prairie)</td>
</tr>
<tr>
<td>6</td>
<td>Mitchell East (Eden Prairie)</td>
</tr>
<tr>
<td>8</td>
<td>Shady Oak/Flying Cloud (Eden Prairie)</td>
</tr>
<tr>
<td>9</td>
<td>K-Tel (Minnetonka)</td>
</tr>
<tr>
<td>9A</td>
<td>K-Tel East (Hopkins)</td>
</tr>
<tr>
<td>11A</td>
<td>Eleventh Avenue West (Hopkins)</td>
</tr>
<tr>
<td>12 / 13</td>
<td>Excelsior West/East (Hopkins/St. Louis Park)</td>
</tr>
</tbody>
</table>
OMF Technical Issue #23: Tier 3 Site Evaluation Process

• Conducted additional evaluation using the 13 criteria
  ▪ Developed preliminary cost estimates
  ▪ Confirmed land use and zoning requirements
  ▪ Reviewed available development agreements
  ▪ Evaluated environmental considerations

• Reviewed findings with cities
OMF Technical Issue #23: Tier 3
Site Evaluation Process

• Common factors to all 7 candidate sites
  – Site size and geometry meet space program needs
  – Require private parcel acquisition
  – Use not represented in comp plans or zoning requirements
  – Pose tax base impacts
OMF Technical Issue #23: Tier 3
Site 3/4 - City Garage

Strengths:
• Consistent with land use guiding and zoning
• Acceptable to City with conditions
• Opportunity to include station and park-and-ride facilities on site

Weaknesses:
• Site dependent on Eden Prairie alignment (Technical Issue #1)
• Wetland impacts
• Noise and vibration impact concern to Eaton property
• End-of-line location poses operational limitations
• Requires coordination with station and park-and-ride facilities
OMF Technical Issue #23: Tier 3
Site 6 - Mitchell East

Strengths:
• Undeveloped property

Weaknesses:
• Site dependent on Eden Prairie alignment (Technical Issue #1)
• Operator relief access
• Wetland impacts
• Not consistent with City and property owner development plans (AUAR, PUD)
• Residential use to the south
OMF Technical Issue #23: Tier 3
Site 8 - Shady Oak/Flying Cloud Drive

Strengths:
• Consistent with land use guiding and zoning

Weaknesses:
• Not consistent with City reuse/redevelopment plans
• Operator relief access
• Requires significant lead track structure
OMF Technical Issue #23: Tier 3
Site 9 - K-Tel

Strengths:
• Consistent with land use guiding and zoning

Weaknesses:
• Requires sewer interceptor relocation
• Residential use across Shady Oak Road to the west
• Sensitive medical assembly facility to the south
OMF Technical Issue #23: Tier 3
Site 9A - K-Tel East

Strengths:
• Consistent with land use guiding and zoning
• Operator relief access
• Freight rail and proposed LRT alignment buffer south and west property borders
• Redevelopment potential of remnant areas

Weaknesses:
• Wetland impacts
• Flood-prone conditions
• Geotechnical considerations in southern portion of site
OMF Technical Issue #23:
Site 11A - 11th Avenue West

Strengths:
- Consistent with land use guiding and zoning
- Operator relief access

Weaknesses:
- Nine Mile Creek crosses site
- Known site contamination
- Potential development impact to Shady Oak Station area
OMF Technical Issue #23: Tier 3
Site 12/13 - Excelsior

Strengths:
• Redevelopment potential of remnant areas
• Operator relief access

Weaknesses:
• Environmental Justice concerns
• Neighborhood opposition
• Multi-family residential use to the west
• Single family residential use to the south
• Not consistent with land use guidance and City redevelopment goals
OMF Technical Issue #23: Tier 3
Preliminary Cost Estimates

<table>
<thead>
<tr>
<th>Site Number</th>
<th>Name (City)</th>
<th>Delta to LPA (MM)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/4</td>
<td>City Garage (Eden Prairie)</td>
<td>$30 - $35</td>
</tr>
<tr>
<td>6</td>
<td>Mitchell East (Eden Prairie)</td>
<td>$25 - $30</td>
</tr>
<tr>
<td>8</td>
<td>Shady Oak/Flying Cloud Drive (Eden Prairie)</td>
<td>$45 - $50</td>
</tr>
<tr>
<td>9</td>
<td>K-Tel (Minnetonka)</td>
<td>$50 - $55</td>
</tr>
<tr>
<td>9A</td>
<td>K-Tel East (Hopkins)</td>
<td>$35 - $40</td>
</tr>
<tr>
<td>11A</td>
<td>11th Avenue West (Hopkins)</td>
<td>$40 - $45</td>
</tr>
<tr>
<td>12/13</td>
<td>Excelsior (Hopkins/St. Louis Park)</td>
<td>$45 - $50</td>
</tr>
</tbody>
</table>

* Year of Expenditure (YOE) $’s
OMF Technical Issue #23: Tier 3 Recommended Two Candidate Sites

<table>
<thead>
<tr>
<th>Site Number</th>
<th>Name (City)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/4</td>
<td>City Garage (Eden Prairie)</td>
</tr>
<tr>
<td>9A</td>
<td>K-Tel East (Hopkins)</td>
</tr>
</tbody>
</table>
OMF Technical Issue #23: Next Steps

• Present top two candidate sites / seek input
  - SWLRT Business Advisory Committee – June 26
  - SWLRT Community Advisory Committee – June 27
  - SWLRT Corridor Management Committee – July 10

• Continue design refinement – environmental evaluation – June/July

• Present recommended site / seek input
  - Business Advisory Committee – July 24
  - Community Advisory Committee – July 25
  - SWLRT Corridor Management Committee – August 7
  - Metropolitan Council – August

• Continue design refinement – environmental evaluation
A Look Ahead: Design & Engineering

• Q3 2013: Submit Municipal Consent SWLRT Plans for City and County Review

• Q4 2013: Complete Municipal Consent Approval Process

• Q1 2014: Finalize 30% Design Plans and Specs
June 13 Freight Rail Open Houses

- Location: Benilde-St. Margaret’s School, St. Louis Park
  - 8:00 – 9:30 AM
  - 4:30 – 7:00 PM
- Over 300 attendees
Freight Rail Open Houses – June 13

Public given opportunity to provide comments in many ways: Yellow sticky-notes, comment cards and staff conversations….350+ comments received.
Freight Rail Open Houses: Feedback

• Corridor-wide
  • Support for LRT
  • Minimize property acquisitions
  • Select the best investment vs. what is the least costly option

• Co-location
  • Tunnel options seen as a “win-win” for both communities
  • Minimize impacts to parkland/trails

• Relocation
  • Minimize impacts to schools and local businesses
  • Increased elevation of freight trains perceived as a safety issue
  • Freight structures viewed as dividing the community
Station Open Houses

- Station Open Houses: June 17 – June 26
  - June 17: Minneapolis
  - June 17: Minneapolis
  - June 18: Minnetonka/Hopkins
  - June 20: St. Louis Park
  - June 24: Minneapolis
  - June 26: Eden Prairie
National Environmental Policy Act (NEPA) Update
NEPA Update

• FTA and Met Council intend to develop a Supplemental DEIS (SDEIS)
  ▶ Evaluate potential new environmental impacts
  ▶ Notice of Intent will be published in the Federal Register and EQB Monitor
  ▶ Design adjustments and issue resolution activities continue as part of the preliminary engineering process

• Final EIS will incorporate responses to comments received on the DEIS and SDEIS
Mid-Year Check-in / Discussion
Project Development Overview

2011
- Draft Environmental Impact Statement (DEIS)

2012
- Preliminary Engineering
- October - December 2012: DEIS Comment Period
- Final Environmental Impact Statement (FEIS)

2013
- Municipal Consent
- 30% Design

2014
- Entry into Final Design
- FTA Record of Decision (ROD)

National & Minnesota Environmental Policy Acts (NEPA & MEPA)

SWLRT Community Works Project

Public Involvement
- Community Works Steering Cmte, CMC, BAC, CAC
Meeting Frequency and Length

• Are meetings frequent enough? Too frequent?

• Are meetings long enough? Too long?
Meeting Format

• Which meeting format have you liked the most? Least?
  - Presentations followed by Q&A
  - Break outs groups
  - Group discussion

• How can we improve the format?
Meeting Agenda

• Is there balance between Engineering and Community Works topics?

• Does the order of agenda work?

• What else would you like to see on the agenda?
Anything else you’d like to share?
The Southwest Light Rail (SWLRT) Business Advisory Committee (BAC) is established to promote business community involvement for the SWLRT project. BAC Input in the SWLRT process is beneficial to adjacent businesses, properties, and communities and the SWLRT Project Office.
The SWLRT BAC will serve as the voice for the business community and address concerns during the engineering and construction phases of the light rail line. It shall be composed of business leaders representing businesses and property owners impacted by the light rail route. The BAC will report to the SWLRT Management Committee on light rail design and construction issues and will report to the SWLRT Community Works Steering Committee on issues related to land use and transit oriented development. The purpose of establishing a BAC for the SWLRT is to:

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

BAC Member Expectations

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

Understand SWC Impact to the Region

• Advance economic growth opportunities and business retention
  Priorities: Support regional economic growth opportunities

• Inform constituents and community regarding these opportunities
  Priorities:
  ✤ Support $1.25 B capital project
  ✤ Support regions existing 210,000 jobs with additional 62,000 new jobs by 2030
  ✤ Support estimated 30,000 weekday riders by 2030.
SWC BAC Work Plan – Long Term Goals

Advocate for and support increased ridership

- Work with communities to support and increase ridership

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

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

  **Priority:** Identify opportunities to maximize the connection between potential employers and employees in the corridor
SWC BAC Work Plan – Long Term Goals

Improve Regional Economic Development and Retention Opportunities

- Support municipalities and development companies
  
  **Priority:** Provide access to construction and development RFP’s

- Approach development opportunities holistically
  
  **Priorities:** Leverage local input
SWC BAC Work Plan – Long Term Goals

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

• Focus on SWLRT opportunities and advocate regionally for integrated transit

Priorities:

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

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

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

Priorities:
- Provide accurate meeting minutes
- Proactively provide agenda information prior to meetings
- Provide such information that can be easily and readily disseminated to respective constituents
- Inform members of relevant, real-time information as appropriate
SWC BAC Work Plan – Short Term Goals

Provide opportunities for meaningful, active input throughout process

• Develop timely agenda topics that support active BAC input and discussions

Priorities:
- Develop meaningful agenda topics with SWLRT Project Office based on SWLRT initiatives and activities
- Solicit input of BAC members on timely discussion topics
SWC BAC Work Plan – Short Term Goals

Raise consciousness of broader metro transit services and linkages to SWLRT

• Support broader awareness opportunities within the community

Priorities:

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

• Member and Committee Reports
• Public Forum
• Next Meeting:
  ß CAC: July 25
  ß Time: 6:00 – 8:30 PM
  ß Location: Southwest Project Office

ß BAC: July 31
ß Time: 8:00 – 9:30 AM
ß Location: Southwest Project Office
More Information

Online:
www.SWLRT.org

Email:
SWLRT@metrotransit.org

Twitter:
www.twitter.com/southwestlrt