Today’s Topics

• Welcome and Introductions

• Hennepin County Works Update:
  Æ TSAAP Open House Summary
  Æ Mind-Mixer Demonstration
  Æ Focus Group Outreach

• Technical Issue Presentations/Discussion:
  Æ Minnetonka/Hopkins Bridge
  Æ Operations and Maintenance Facility Candidate Sites Update
  Æ TH 100 and Cedar Lake Parkway
  Æ Freight Rail and Station Open Houses

• National Environmental Policy Act (NEPA) Process

• Mid-Year Check-in/Discussion

• 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 is a clearinghouse for information about this program.

By 1999, U.S. public transit systems were carrying more than 9 billion trips, the highest level of ridership in nearly 40 years.

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

New Data:
- Southwest Corridor-wide Housing Inventory

Visit the Metropolitan Council website for info on the engineering and construction of the LRT line.

Project Partners :: :: Technical Documents :: ::
Home :: Locally Preferred Alternative :: Background :: Events :: :: Contact Us :: Privacy Policy and Terms of Use
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!
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

Female Male Other

Allow us to find Topics near where you live

Participants must be at least 14 years of age.

CREATE ACCOUNT
Royalston

Return to Stations On the Line

Where are the ideas happening? See for yourself.

Launch the Idea Map

TOPICS

Sort By: NEWEST POPULAR

Getting to the Royalston Station

Take the Poll
Expand ▼

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

Add your Ideas
Expand ▼

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

Add a Photo
Visit this Topic ▶
Getting to the Royalston Station

How would you most likely get to the Royalston Station?

Help spread the word. Encourage others to participate!

Add an Idea in this Topic

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

**Redevelopment of properties on glenwood**

**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

Ideas 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

<table>
<thead>
<tr>
<th>Color</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purple</td>
<td>PEC West</td>
</tr>
<tr>
<td>Yellow</td>
<td>PEC East</td>
</tr>
<tr>
<td>Green</td>
<td>Joint PEC West/PEC East</td>
</tr>
</tbody>
</table>

#### System-wide Technical Issues (not shown):

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

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

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

<table>
<thead>
<tr>
<th>Site Characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjacent Land Use Compatibility</td>
</tr>
<tr>
<td>TOD/Mixed Use/Economic Development Considerations</td>
</tr>
<tr>
<td>Zoning</td>
</tr>
<tr>
<td>Site &amp; Facilities Cost: facilities, grading, utilities, soils</td>
</tr>
<tr>
<td>Real Estate Acquisition: cost, complexity, legalities</td>
</tr>
<tr>
<td>Relocation Cost: displaced occupants and uses</td>
</tr>
<tr>
<td>Environmental Impact: wetlands, hazardous materials</td>
</tr>
<tr>
<td>Cultural Resources: cultural, historical</td>
</tr>
<tr>
<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>
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<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>
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<tr>
<td>11A</td>
<td>11(^{th}) 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 31
  ♦ Community Advisory Committee – July 25
  ♦ SWLRT Corridor Management Committee – August 7
  ♦ Metropolitan Council – August

• Continue design refinement – environmental evaluation
Technical Issues 15 and 18: TH 100 and Cedar Lake Parkway
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
  Ź 8:00 – 9:30 AM
  Ź 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 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

October - December 2012: DEIS Comment Period

Preliminary Engineering

2013

Municipal Consent

30% Design

2014

Entry into Final Design

FTA Record of Decision (ROD)

SWLRT Community Works Project

Community Works Steering Cmte, CMC, BAC, CAC

National & Minnesota Environmental Policy Acts (NEPA & MEPA)
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?

• Do you feel that you are adequately informed about the work being done through the TSAAP process?
  - Do you know where to find TSAAP information?
  - Do you know how your feedback is being used?

• Does the order of agenda work?

• What else would you like to see on the agenda?
Anything else you’d like to share?
Member and Committee Reports/Public Forum

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

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

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SWLRT@metrotransit.org

Twitter:
www.twitter.com/southwestlrt