

**City Council Agenda Item #14A
Meeting of June 23, 2014**

Brief Description	LRT Municipal Consent Approval
Recommendation	Adopt and approve items relating to Southwest Light Rail Transit (Green Line Extension)

Background

The city council held a public hearing regarding Southwest Light Rail Transit (Green Line Extension) on June 2, 2014. There were six speakers at the hearing. Additionally, the city received 24 written comments and 16 comment cards from the June 2 open house (see pages A1-A69) held prior to the hearing. The process for municipal consent of the project is set forth in Minnesota State Statute 473.3994, and the city has followed that process for local review of preliminary design plans.

Council Meeting Responses

There were several general issues raised at the last city council meeting. Below is a summary of the issues and staff's response to each.

Realignment

There were questions raised, and a proposal put forth, to place the line near the wetland area east of the Claremont apartment building. City staff has received the project office's analysis of the realignment. A comparison table of the two routes can be found on page A70.

The route proposed through the wetland has a number of issues which are identified on the table. While trees will be removed behind the apartment with the current alignment, the additional issues with realignment are apparent in the analysis: wetland impacts, structure for the rail, train running time, and increased costs (\$20-25 million).

Staff also conducted more research about how the alignment arrived at its current proposal. In late 2005 and early 2006, before the locally preferred alignment was chosen, there were various routes evaluated through Opus. The current alignment behind the apartment was preferred over a wetland alignment (nearly identical to the currently proposed wetland alignment) and the alignment on Feltl. The history of the evolution of the alignment is provided on pages A71-A72.

Staff does not recommend the LRT be realigned as proposed for the following reasons:

- The alignment was vetted in 2005/2006 and found not to be the preferred alignment. This process did include a public process, which should be repeated if the line is to be relocated.
- Both alignments have impacts to natural resources; however, the proposed realignment seems to have more negative impacts.
- The alignment is costly and the city does not have financial resources to pay for the additional costs.

Additional Station

One of the presenters at the hearing suggested an additional station be located to the south of Smetana and east of Feltl. The proposal indicated there were many households in the area that would benefit from a closer station. The project office provided a quick analysis on ridership for the station and found that it would add another 110 persons for ridership. The other issue was to review what it would take to make the site “station ready” for future construction. The additional grading, retaining walls and preparation for the station is feasible, but is approximately an additional \$2 million. The project office would consider this a locally requested capital investment and the city would have to agree to pay for the inclusion of that in the plans, as well as continuing to pay for design costs for the station area. Based on the analysis, staff is not recommending continuing with the proposal for a station in this location. Staff does believe it is important to invest in neighborhood connections to the stations proposed, and the city is already planning some of those connections.

Staff Comments

Staff has reviewed our outstanding comments with the Met Council’s Project Office. There are generally three categories with which comments will be tracked. First, the resolution providing municipal consent contains two locally requested capital improvements: 17th Avenue extension and the trail from Smetana to the Shady Oak station. This requires the city to pay for design costs for those requests and potentially their project costs. The second category contains items that need more discussion but are not requirements for municipal consent. Those items are specified in the memorandum of understanding with the Met Council, who will also need to adopt this document. The third category includes items that were provided to the Project Office and will be implemented during more advanced design of the project.

Corridor Investment Framework

As a follow up to the March 17th study session, staff is proposing the city council officially accept, by motion, the Southwest Corridor Investment Framework related to specific station areas. While the project was led by Hennepin County, all of the cities participated and provided input to the document. The full document can be found at <http://www.swlrcommunityworks.org/southwest-corridor-investment-framework-0>.

The next step would be to conduct further detailing of the Shady Oak Station, and then amend the comprehensive guide plan to reflect the city’s specific plans.

Staff Recommendation

Staff recommends the city council:

- 1) Adopt a resolution approving the physical design component of the preliminary design plans for the Southwest Light Rail Project within the city of Minnetonka. (see pages A73-A75.)
- 2) Approve a memorandum of understanding with the Met Council regarding design and planning for the Southwest Light Rail Transit route through the city of Minnetonka (see pages A76-A81.)
- 3) Accept, by motion: The Southwest Corridor Investment Framework.

Submitted through:

Geralyn Barone, City Manager

Originated by:

Elise Durbin, AICP, Community Development Supervisor
Julie Wischnack, AICP, Community Development Director

[REDACTED]

From: Karen Bosacker [REDACTED]
Sent: Thursday, June 12, 2014 12:45 PM
To: Elise Durbin; Julie Wischnack; Bob Ellingson
Subject: RE: SW LRT

We, the undersigned want the city council to vote against the movement to get the SW LRT moved back to the alternate route which would have a much bigger impact on all of the OPUS buildings. Thank you for your consideration.

Bill and Karen Bosacker
5607 Green Circle Drive - #122
Minnetonka, MN 55343
[REDACTED]

[REDACTED]

To: Geralyn Barone
Subject: RE: SW Light Rail - YES for a Smetana Station

From: Sandee Brick [REDACTED]
Date: June 2, 2014 at 3:24:11 PM CDT
To: "tschneider@eminnetonka.com" <tschneider@eminnetonka.com>, "bellingson@eminnetonka.com" <bellingson@eminnetonka.com>, "dallendorf@eminnetonka.com" <dallendorf@eminnetonka.com>, "pacomb@eminnetonka.com" <pacomb@eminnetonka.com>
Subject: SW Light Rail - YES for a Smetana Station
Reply-To: Sandee Brick [REDACTED]

I am a resident of Deer Ridge townhomes off of Smetana Road, and I think we need a pedestrian friendly station for the light rail. It would be the first such "stop" that is actually close to where I live. Even the bus stop is a bit of a walk, especially for someone like myself who has some difficulty walking longer distances. Please lend your support for this station. Our area's population density should further lend support to the need for better transportation options.

Sincerely,
Sandra Brick

Karen Telega

From: Pfeiffer, Daniel <Daniel.Pfeiffer@metrotransit.org>
Sent: Monday, June 09, 2014 11:00 AM
To: 'Jeanne'
Subject: RE: Maintenance Facility for SWLRT
Attachments: FS_Noise_20131008_second edition.pdf

Jeanne Breska-

Attached is a Noise fact sheet which provides a background on noise, how impact is assessed, and typical noise levels.

Currently Metro Transit operates one Light Rail Operations and Maintenance Facility for the Blue Line near just north of the Franklin Avenue Station and one that will open on June 14 for the Green Line in St. Paul east of Union Depot. The light rail vehicles are maintained and stored inside buildings at these facilities. Light rail vehicles inside the facility are limited to a speed of 10 miles per hour and use the bell sound when entering and exiting the buildings.

The Southwest LRT project office will continue to engage the public on the design, engineering, environmental and construction of the project. Please contact me with any questions, comments, or concerns, thank you.



Dan Pfeiffer

Community Outreach Coordinator
daniel.pfeiffer@metrotransit.org
P. 612.373.3897 | F. 612.373.3899
Southwest LRT Project Office
6465 Wayzata Blvd., Suite 500 | St. Louis Park, MN | 55426 | swlrt.org

CONNECT WITH US



From: Jeanne [REDACTED]
Sent: Tuesday, June 03, 2014 12:08 AM
To: Pfeiffer, Daniel
Subject: Maintenance Facility for SWLRT

Hi Daniel:

We spoke with you tonight at the light rail open house regarding the noise potential and the noise study for the maintenance facility. Please email me a contact regarding this as we would like more information on the amount of noise this facility would produce.

Thank you, Jeanne Breska

NOISE FACT SHEET



HOW IS NOISE DEFINED?

Level: Sound level is expressed in decibels (dB). Typical sounds fall between 0 and 120 dB. A 3dB change in sound level represents a barely noticeable change outdoors; a 10 dB change is perceived as a doubling (or halving) of the sound level.

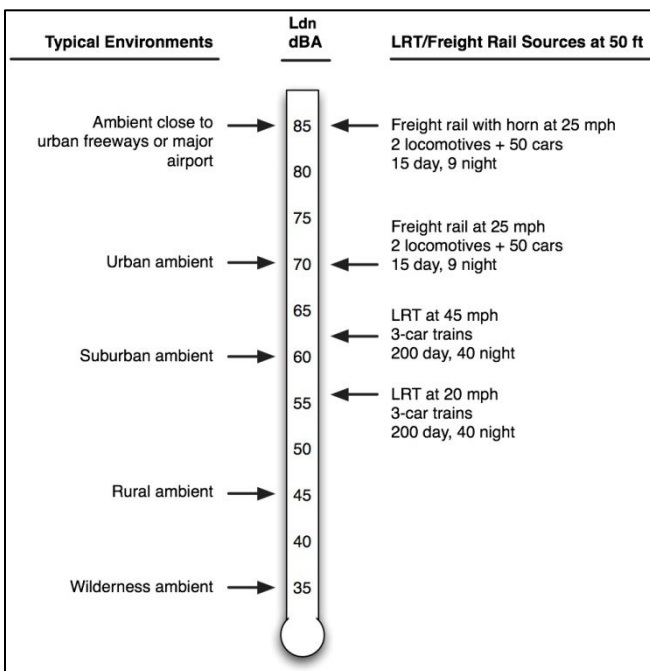
Frequency: The tone or pitch of a sound is expressed in Hertz (Hz). Human ears can detect a wide range of frequencies from about 20 Hz to 20,000 Hz. However, human hearing is not effective at high and low frequencies; we use a measure called an A-weighted level (dBA) to correlate with human response.

Time Pattern: Because environmental noise changes all the time, it is common to condense all of this information into a single number, called the “equivalent” sound level. It represents the changing sound level over a period of time.

For light rail transit (LRT) and freight rail projects, the Day-Night Sound Level (Ldn) is the common noise descriptor adopted by most agencies as the best way to describe how people respond to noise in their environment.

The Ldn is a **24-hour cumulative noise level** that includes all noises that happen within a day, with a penalty for nighttime noise (10 PM to 7 AM). This nighttime penalty means that any noise events at night are equal to ten events during the daytime.

Cumulative Noise Levels from LRT and Freight Rail



HOW LOUD ARE LRT AND FREIGHT RAIL?

Noise levels (in Ldn) from LRT and freight rail depend on the type of vehicle, how loud each individual vehicle could be (see table below), the number of trains per day, and train length and speed. In addition, noise levels decrease with increasing distance from the tracks.

Typical Maximum Noise Levels (dBA)

Distance	LRT @ 45 mph	Freight Rail @ 20 mph	Other Sources
50 feet	76	88	Lawnmower: 72
100 feet	71	83	Bus Idling: 66
200 feet	66	78	Diesel Generator: 67

Light Rail Transit (LRT) Vehicle



HOW IS NOISE IMPACT ASSESSED?

Noise impact from LRT and freight rail projects are assessed by comparing the existing (ambient) noise with the noise predicted to be generated by the project.

The Federal Transit Administration’s (FTA) noise criteria take into account the noise sensitivity of the receiver by land use category, including:

- Category 1:** Highly noise sensitive, such as recording studios
- Category 2:** Residences and other places where people sleep
- Category 3:** Schools, churches and other places with daytime use

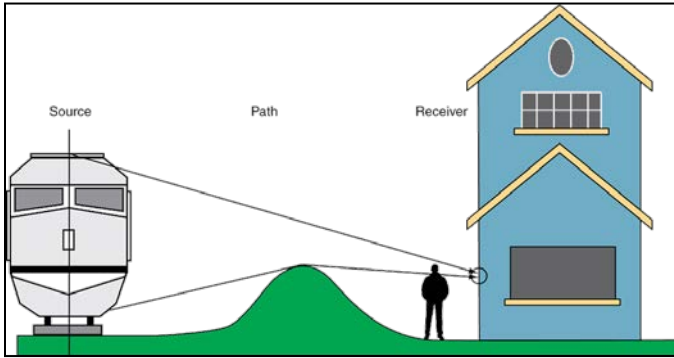
A noise assessment is broken down into three pieces:

Source: What is generating the noise, such as a LRT vehicle or freight train

Path: How far and over what type of ground does the noise travel

Receiver: Who or what is experiencing the noise, such as a residence or a school

The Source – Path – Receiver Concept



Noise impact assessments are based on applicable FTA and Federal Railroad Administration (FRA) models, and are assessed using the source-path-receiver framework. Some of the key components of a noise impact assessment include:

Source

- Noise levels of transit and freight trains
- Number, length and speed of LRT and freight trains
- Time of day of train passing by
- Grade crossings, including horns and bells
- Track type including elevated tracks, tunnels or at-grade track
- Special trackwork including crossovers

Path

- Distance to noise sensitive locations
- Rows of buildings
- Ground type

Receiver

- Type of land use (Category 1, Category 2 or Category 3)
- Sensitivity of the land use, including highly sensitive locations such as recording studios, residences or parks

Noise impact assessments also address the potential for impacts from maintenance facilities and stations.

Typical Output of a Noise Impact Assessment



The output of a noise impact assessment includes locations with Severe Impact (yellow) and Moderate Impact (orange). This information is used to determine the location and extent of any potential noise mitigation.

HOW IS NOISE MITIGATED?

Noise mitigation is applied at locations where impact is identified. Severe impacts generally require noise mitigation. At the moderate impact level, noise mitigation is also addressed. Mitigation can be applied at the source of the noise, along the path, or at the receiver. Examples of typical LRT and freight rail noise mitigation include:

Typical Mitigation Measures

Mitigation measures can be applied to the source, the path and/or the receiver:

Source: Wheel damping, rail grinding, wheel truing, wheel skirts, quiet zones

Path: Noise barriers, berms, buffer zones

Receiver: Sound insulation

- **MC-Mtka-001**

I am very concerned about this new alternative proposal through the wetlands. I am a long-time homeowner tax payer who has attended many meetings on this over the years. It took a lot to come up with this current route and reduce impact on wetlands, go close to businesses, as straight as possible, etc. Please don't throw out all that effort and consideration lightly. Thank you!

- **MC-Mtka-002**

Concerns, 1) Traffic on Smetana and what will happen when the LRT guard rails come down every 10 minutes? 2) Clanking of the trains every 10 minutes. Let's try for a quiet zone.

- **MC-Mtka-003**

Yes! Light rail! Yeah! Good to finally start but this is Minnesota. Routes should be run underground. Underground stations would make the best investment over the long haul, preventing collisions and making travel in winter easy undisturbed by blizzards.

- **MC-Mtka-004**

I am glad the light rail is finally coming out west. I would recommend putting the line underground because of the weather and traffic concerns. The line could travel much faster without the problem of the car and road traffic.

- **MC-Mtka-005**

I feel this is a great plan for the communities involved and I hope it goes forward as scheduled.

- **MC-Mtka-006**

I strongly support the SWLRT! I expect to use it often to attend events in the cities. It will really help connect the suburbs with the cities. Some ideas to make this even better: 1) To reduce the local traffic load around the Shady Oak station and provide more options for transportation. There should be all-day circulation buses. They don't have to run as frequently as the trains, but also should serve day time and evening riders, not just commuters. 2) Put in a bike locker for secure bike storage for LRT riders. Besides security, this would also keep the bikes out of the elements. 3) At Shady Oak station put in a public plaza with trees and plantings for waiting and gathering use. Better yet an adjacent coffee shop! 4) Could it be operational in time for the Super Bowl?

- **MC-Mtka-007**

The SWLRT rail is a long awaited addition to our transit system. As originally planned, construction would be completing in 2014/2015. These alignments look thoughtfully considered we are anxious for SWLRT rail to be functional. Please proceed forward with the next steps.

- **MC-Mtka-008**

1) Drop off areas seem too small. Drop off traffic may conflict with rushed people trying to park in the lot. Existing bus park/ride ramps for example (Co Rd 73). Do not separate people parking from pickup/drop off traffic. Parking drivers do not expect to see opposing traffic. 2) Stations don't have provisions for linking buses with the LRT. Not planning for bus links (bus parking/turning areas, etc) will be a future problem. Local buses should pull people into the stations. Buses should be timed to the LRT, waiting if needed. 3) Our family is looking forward to using the Green Line ASAP. We will use this for commuting and other travel. We are very pleased to be able to get to Union Station, Amtrak, etc. we have been using trains to get to Chicago, New Orleans and last month Washington D.C.
- **MC-Mtka-009**

We are very supportive of this project coming to Hopkins and Minnetonka. Our communities have many public-transit dependent families and individuals, and many of us who can't wait to use our cars less and have access to public transportation. Thank you for voting "Yes" to this project!
- **MC-Mtka-010**

Seems reasonable so far! I'll keep my eyes open for more news as it comes. I imagine there will be some trail closures during construction.
- **MC-Mtka-011**

There needs to be easy pedestrian access to the open station from beachside. Can there be a sidewalk put in behind Lili to connect to the Opus trail system? If I have to walk down to Smetana or down to Bren that will discourage me from using the LRT as frequently as I might.
- **MC-Mtka-012**

Let's keep whole-train wraparound advertising of the Southwest LRT. It really cheapens the appearance of trains on the Hiawatha line. We want classy looking trains in our area.
- **MC-Mtka-013**

My only concern is the traffic at Shady Oak and Excelsior. I feel that MN needs mass transit so I am supportive but feel more consideration should be study at this location.
- **MC-Mtka-014**

I am very concerned about this new alternative proposal through the wetlands. I am a long-time So get it done already!
- **MC-Mtka-015**

Good printed information. Thought the video was at 5:00. We need more transit; as the population grows it will only get more costly.
- **MC-Mtka-016**

I believe this is an unnecessary expense and a burden to future generations. Please vote to not approve this new line. It will also not relieve traffic or allow us to travel to places such as Edina and Plymouth. Bus service is cheaper and allows flexibility in travel. [Name] – Mtka Resident.



June 5, 2014

City of Minnetonka
Elise Durbin
Minnetonka Community Development Supervisor
4600 Minnetonka Blvd.
Minnetonka, MN 55345

Subject: Municipal Consent-Southwest Light Rail Line

Ms. Durbin:

Last March, TwinWest Chamber of Commerce sent a letter to Metropolitan Council Chair Sue Haigh expressing our support for the Southwest Light Rail line and its continued progress. The benefits of the Southwest line are extensive and provide the catalyst for economic growth all along the corridor. Throughout the long, public process for this phase of development of the Southwest Line, our support has not wavered.

TwinWest views this project as vital to helping support the 60,000 jobs that are projected to grow in this corridor over the next two decades. This line will help connect employers with employees from all parts of the metro area; those going into the city and those commuting out of the city to jobs along the corridor. The Southwest Line will facilitate development opportunities that may not exist without this transit option.

We ask that you continue to support this project by granting municipal consent. Though the decision you are making is local, the impact of the Southwest Line is far greater and will impact future generations. It is vital to the continued growth and competitiveness of the region.

Sincerely,

A handwritten signature in black ink that reads "Brad Meier".

Brad Meier, President
TwinWest Chamber of Commerce

Cc: City of Hopkins
City of Eden Prairie
City of St. Louis Park
Hennepin County
Southwest LRT Project Office



June 12, 2014

RE: Environmental Considerations – Greenfield Apartments, Deer Ridge Townhomes, Raspberry Woods Townhomes

Ladies and Gentlemen,

We appreciate the time that the LRT staff took to listen to our concerns. Putting aside the financial effects, we are also concerned about the environmental problems and the living conditions of over 1,000 PEOPLE that live in our 498 rental housing units noted above. Residents in these communities range from newborn babies to some in their 90's. Some have been with us as long as 20 years or more. We started development of these 60 acres 25 years ago and were able to create an environment that is a unique infill location. It is a sought after residential community that has won many awards.

We realize your job is to balance the environmental effects over the entire route but our job is to protect our investment and years of hard work, not only for us but for people, REAL PEOPLE, that depend on us to provide the living environment they want at an affordable price. With this in mind, together with the fact that the entire route from the railroad tracks south to Smetana is on our property, we ask that the Metropolitan Council consider and address the following impacts to our residents and property:

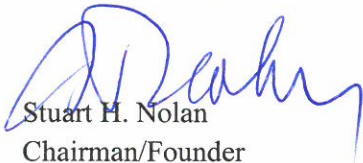
1. Destruction of the wildlife, trail system, and beautiful natural setting.
2. Replacement of the wetlands.
3. Given the depth of stable soils, how will the tracks be built considering the noise, vibration, dirt and truck traffic during construction in a residential setting?
4. How will the area be restored and what will be left?
5. The drainage easement that exists to Napco as your proposed route comes over the tracks?
6. The proximity of housing units and recreation facilities to the train noise, vibration and lights almost 24/7. See Technical Memorandum No. 9,
7. One Thousand (1,000) PEOPLE are the most important part of the environment.

Our three properties are part of a larger neighborhood in which approximately 7,000 people live. The current Shady Oak and Opus Stations are too far away to service those people. Additionally, there are hundreds of employees that work in this area including St. Therese Senior Facilities. Our proposed Smetana Station will provide a large ridership immediately when the light rail opens and will help to offset the operating costs of the project.

I look forward to your response.

Sincerely,

STUART COMPANIES


Stuart H. Nolan
Chairman/Founder

STUARTCO


Lisa Moe
President & CEO

[Redacted]

From: Richardson, Mary <Mary.Richardson@metrotransit.org>
Sent: Monday, April 28, 2014 5:47 AM
To: Pfeiffer, Daniel
Cc: O'Connell, Sam
Subject: FW: SW light rail - Minnetonka

Follow Up Flag: Follow up
Flag Status: Flagged

From: Kris O'Reilly [Redacted]
Sent: Sunday, April 27, 2014 9:18 PM
To: swlrt
Subject: SW light rail - Minnetonka

When light rail is operational, I would like to see a lot more buses / bus stops added that travel east from Hwy 101 down Excelsior Blvd that drop off at the light rail Shady Oak transit center.

Thank you.

Kris O'Reilly
[Redacted]
[Redacted]

[Redacted]

[Redacted]

From: Kyle Marinkovich [Redacted]
Sent: Sunday, May 25, 2014 2:50 PM
To: Elise Durbin
Subject: SW LRT

As a resident I fully support this project. Thank you.

Kyle Marinkovich

[Redacted]

[Redacted]

SOUTHWEST LRT PROJECT
6465 WAYZATA BLVD SUITE 500
ST LOUIS PARK, MN 55426

5/2/2014



TO WHOM —

I CAN'T IMAGINE THE AMOUNT OF INPUT YOU'VE HAD REGARDING THIS PROJECT, BUT I FEEL COMPELLED TO ADD MY 2-BITS TO THE MOUNTAIN OF DATA! MY NAME IS MIKE LAPIC AND YOU MAY PUT MY VOTE IN THE "GO FOR IT" BOX!

MY WIFE AND I LIVE ON THE EAST SIDE OF MINNETONKA NEAR SHADY OAK LAKE. THE PROPOSED LINE WILL TURN SOUTH APPROXIMATELY 3 BLOCKS FROM OUR HOME — AND WERE THRILLED. RECENTLY WE HAVE DONE SOME TRAVELING TO NEW YORK AND PHILADELPHIA TO VISIT OUR DAUGHTER AND ALSO TO LONDON (BUSINESS TRIP).

IT WAS DURING THESE EXCURSIONS THAT I REALLY COMPREHENDED THE CONVENIENCE, ECONOMIC ADVANTAGE AND COMFORT LIGHT RAIL / SUBWAYS HAVE TO OFFER THEIR GREAT!

AS I APPROACH RETIREMENT, AFTER WORKING 35 YEARS DOWNTOWN MPLS, I AM SORELY DISSAPPOINTED THIS WAS NOT DONE 20 YEARS AGO. THE COSTS ~~ARE~~ ALWAYS GOING TO BE DEBATABLE, BUT IT WILL NEVER BE ANY CHEAPER THAN TODAY. LETS TAKE ADVANTAGE OF THE BENEFITS NOW!
"GO LIGHT RAIL"! + THE WILD

LRT Municipal Consent

A handwritten signature in black ink, appearing to be "Michael Lapic", written over the "THE WILD" text.

Michael LAPIC

4801 - DIANE DR

MINNETONKA, MN 55343

[REDACTED]

Katherine Ketola Lopic
Michael J. Lopic
4801 Diane Drive
Minnnetonka, MN. 55343

MINNEAPOLIS NH 553

03 MAY 2014 PM 7 L

RECEIVED
MAY 06 2014
BY: SPO

SOUTHWEST LRT PROJECT OFFICE - ATTEND D. NYQUIST
6465 WYAZATA BLDG. SUITE 500
ST LOUIS PARK, MN. 55424

A15

LRT Municipal Consent

55426173425



[REDACTED]

From: Charlene DeStefano [REDACTED]
Sent: Tuesday, June 03, 2014 10:01 PM
To: Elise Durbin
Subject: Public Comment on the Greenline

Safety is my primary concern as a resident of the neighborhood, which is located north of Excelsior, west of Shady Oak, east of 494, south of Hwy 7. I live at 4500 Willow Oak Lane, Minnetonka. To walk to Shady Oak Beach or the planned Southwest LRT Green Line, Shady Oak Station it is dangerous with traffic now and in the future. There are no sidewalks on either the north or south side of Excelsior. We need pedestrian friendly improvements made to Excelsior Blvd. After a discussion with the Traffic engineer on the Southwest LRT Green Line at the Public Hearing in Hopkins since he was not present at the Monday, Minnetonka Public Hearing, there will be increase traffic on Excelsior. The studies said that the majority of traffic would use Shady Oak north and south. And with the improvements being made to Shady Oak should alleviate the increase traffic pattern. I feel that it is naive. I know if I were driving from the south on Shady Oak to north and wanted to avoid the traffic light at Hwy 7, I would use Excelsior to Baker to Minnetonka to 494. There will be traffic that will use Excelsior west to Baker Rd and possibly even cut through our neighborhood using Fairview to Junction to Berkshire to Baker. That does not address the issue of individuals driving from the north to the south on Baker to Excelsior Blvd, turning left on Excelsior to Shady Oak, then either right south on Shady Oak or straight on Excelsior to the Shady Oak Station, park and drive garage. Currently, you can drive Excelsior west during peak period and there is a backup at Baker Rd. We need the City of Minnetonka to address this concern with Hennepin County before the Light Rail comes to Hopkins.

Thank you,
Charlene DeStefano
[REDACTED]

[REDACTED]

From: Gid Cook [REDACTED]
Sent: Thursday, June 05, 2014 2:31 PM
To: Elise Durbin
Subject: SWLRT Route - Comment
Attachments: 5306 Nolan Drive.docx

Sir/Madam,

I was dismayed to see road signs the other day grousing about the proposed route for the LRT. I have zero sympathy for these folks who waited until the 11th hour and 59th minute to raise the issue. This route has been settled on for quite some time and making changes now will only delay the process, likely raise the already huge cost (thanks to the Minneapolis residents along the Kenilworth corridor), and potentially "derail" the whole deal. I happen to live on Nolan Drive immediately north of Smetana Road (see attached) and approximately 150 yards from the bridge over the wet lands south of the Shady Oak station. I have known about this route for quite some time and had an ample opportunity to comment. But, believing that smarter people than I were involved in establishing the route and took a great deal of time in selecting a route to minimize people, flora, fauna, cost, disruptions, etc. I chose to not get embroiled in the discussion.

Leave the route as currently designed. We DO NOT need a station at Smetana either. That's just more money and slows the transit time down even more.

Thanks for hearing me out.

Gid Cook
5306 Nolan Drive
Minnetonka, MN 55343

5306 Nolan Drive



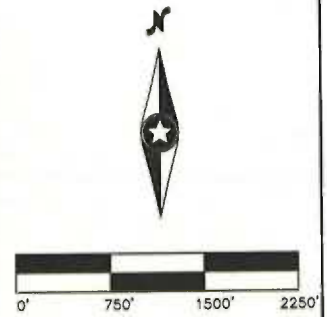
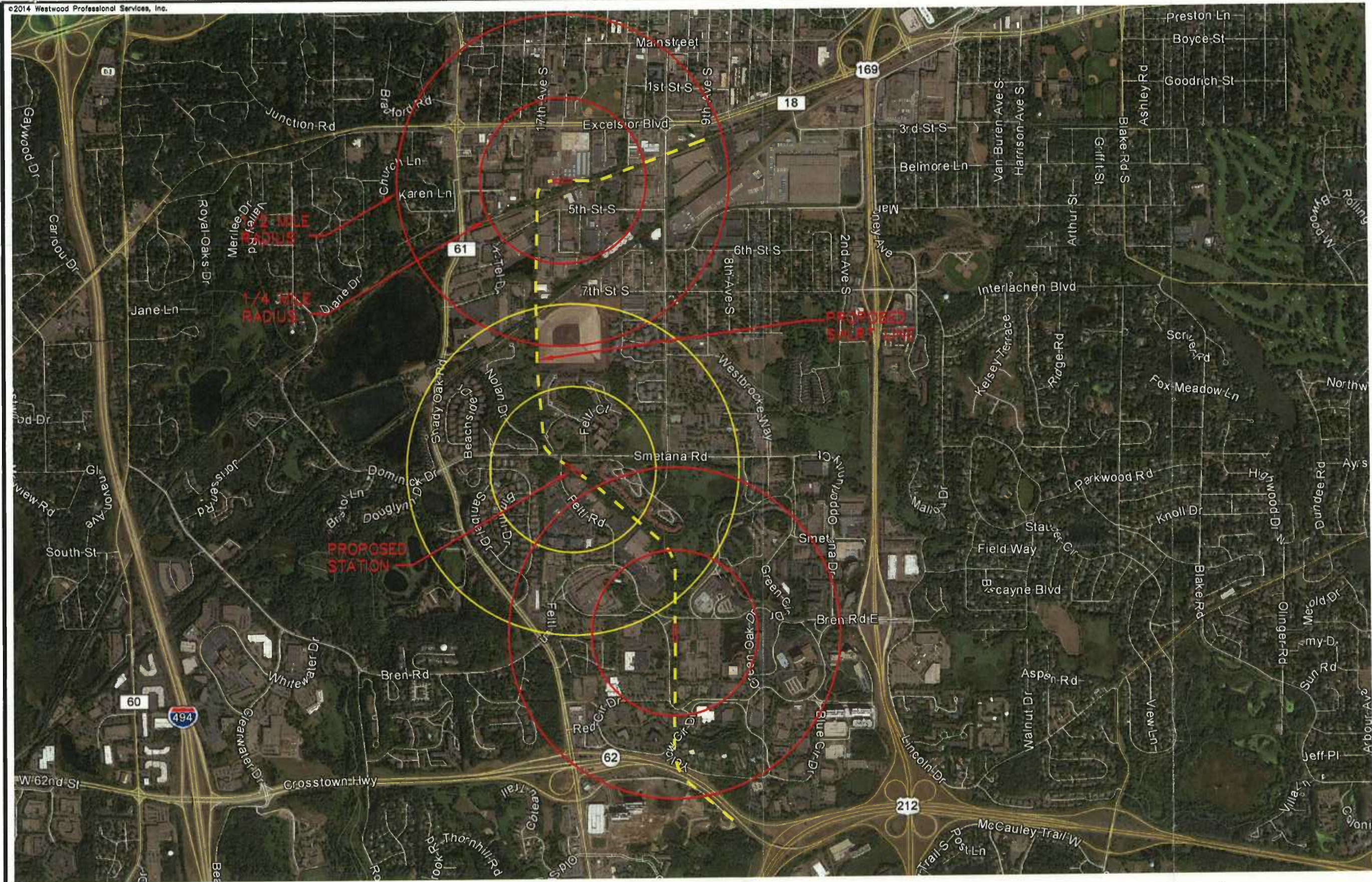
To: Julie Wischnack
Subject: RE: SW LRT & Proposed Smetana Station

From: Brian Voelz [REDACTED]
Date: May 30, 2014 at 10:02:57 PM CDT
To: "tschneider@eminnetonka.com" <tschneider@eminnetonka.com>,
"bellingson@eminnetonka.com" <bellingson@eminnetonka.com>,
"dallendorf@eminnetonka.com" <dallendorf@eminnetonka.com>,
"pacomb@eminnetonka.com" <pacomb@eminnetonka.com>
Subject: SW LRT & Proposed Smetana Station

Dear Mr. Mayor and esteemed Council members,

I am a resident of the Deer Ridge townhome neighborhood near Smetana and 11th Ave. on the border of Minnetonka and Hopkins. I write to you today regarding the proposed SW LRT (Green Line Extension) on the border with Hopkins. I am a cycling commuter on the current SW LRT trail, however during inclement weather (last winter's polar vortex is an example) I would love to use convenient mass transit: I initially had hopes that the SW LRT was the perfect solution for our area. However I noticed a catch, I live over a 1.5 mile walk from the nearest station; this could get very uncomfortable during the frigid cold or rain, and I would most likely just hop in my car and contribute to that traffic mess that is I-394 on my way downtown. Yet today I was informed of a proposed Smetana station that would be not just game-changing for me, but my neighbors and even those in nearby neighborhoods here. I feel it could significantly contribute to ridership levels, and I urge you to give it some thought.

Thank you for your time,
Brian Voelz



Proposed Station.dwg

THE BENEFITS OF A SMETANA STATION

Stuart Companies wants to support the success of the SWLRT by incorporating **6,000 potential "Opening Day" riders** by the inclusion of a station near their residential complexes north of OPUS. Stuart Companies have always believed that a station near Smetana would be beneficial to their residents and the SWLRT. Upon learning of the recent alternative alignment of a tunnel under Smetana and the need for opening day ridership a closer review of such a station portrays several benefits.

In review of the SWLRT website and in particular the Southwest Corridor-Wide Housing Study and the Transitional Station Action Plans (TSAAP) the following information was discovered;

- 1) There are distinguishable areas where there is a gap between half-mile station areas. (OPUS and Shady Oak has the 2nd largest gap)
 - Housing study page 20
 - Our map showing ¼ and ½ yellow rings around a proposed Smetana Station
- 2) The time most pedestrians are willing to walk to a transit station (about a ten-minute walk).
 - Housing study page 14
 - TSAAP existing and future walk-shed maps for OPUS and Shady Oak stations
- 3) At the OPUS Station the immediate vicinity (half mile radius) has just over 1,000 people (1,131)
 - Housing Study, OPUS Station page 439
- 4) At the Shady Oak Station the population within ½ mile is 853 people (the population between the OPUS and Shady Oak Station would be much less)
 - Housing Study, Shady Oak Station page 434
- 5) Growth projections through 2017 for the corridor is at a much lesser rate than 3% for population and households
 - Housing Study Executive Summary page 2
- 6) The average household size along the entire corridor is 1.83 persons
 - Housing Study Executive Summary page 2
- 7) The average household size at OPUS and Shady Oak stations are 1.63 and 1.81 respectively
 - Housing Study, Shady Oak Station page 434 and OPUS Station page 439
- 8) Of the 29,300 rental units along the corridor only 12% of the units are located within one-quarter mile of station areas. Furthermore, only five of the seventeen stations have rental units within a quarter-mile of the station.

There are 0 rental units within the ¼ radius of the OPUS station

There are only 1,512 rental units in Minnetonka within a 2-miles radius of all SWLRT stations

 - Housing Study, executive Summary page 6 &7
- 9) It appears that a lot of the projected ridership will be from potential redevelopment around the OPUS station site and the other stations. A Smetana station will have existing ridership from the nearly 6,000 residents plus the St. Therese facility.
 - TSAAP Station Area Improvements, figure 13-11
 - Stuart Company housing inventory

To: Geralyn Barone
Subject: RE: Proposed Smetana Rail Station

From: Jeanette Tensfeldt <[REDACTED]>

Date: May 31, 2014 at 9:28:30 AM CDT

To: <tschneider@eminnetonka.com>, <bellingson@eminnetonka.com>, <dallendorf@eminnetonka.com>, <pacomb@eminnetonka.com>

Subject: Proposed Smetana Rail Station

Mr. Mayor and Council Members,

I have heard of the proposed light rail station at Smetana and have to say that what a fantastic proposal it is. I often commute by bike in good weather, but on rainy days and for the 6 months of winter we experience, I rely on my car. I live about a half mile from the proposed Smetana station, which is close enough to walk to in frozen or rainy weather. I would absolutely use the light rail if it had a station on Smetana. There are so many townhouses and apartments on block north and south of the proposed station that it is sure to be a popular station. Please consider this additional station, it would help so many people and it is sure to alleviate a bunch of traffic on 394.

Jeanette Tensfeldt

Chemistry Ph.D. Candidate
University of Minnesota

[REDACTED]

To: Julie Wischnack; Geralyn Barone
Cc: Loren Gordon
Subject: RE: Smetana station on SouthWest Light Rail

From: Kris Sawyer [REDACTED]
Date: May 31, 2014 at 11:23:08 AM CDT
To: "tschneider@eminnetonka.com" <tschneider@eminnetonka.com>, "bellingson@eminnetonka.com" <bellingson@eminnetonka.com>, "dallendorf@eminnetonka.com" <dallendorf@eminnetonka.com>, "pacomb@eminnetonka.com" <pacomb@eminnetonka.com>
Subject: Smetana station on SouthWest Light Rail
Reply-To: Kris Sawyer [REDACTED]

Greetings. I am writing to you in support of the proposed Smetana station on the new light rail system. I have been very excited about this project going forward and am even more excited now by the possibility that I will be able to walk to the proposed pedestrian station. I haven't heard much about parking facilities at the other stations, but I believe that it would be very beneficial to many people to be able to avoid driving to a station and finding adequate parking.

Thank you for your consideration of this proposal.
Kris Sawyer
5133 Nolan Drive
Minnetonka MN 55343

[REDACTED]

From: Lynn Miller [REDACTED]
Sent: Tuesday, June 10, 2014 9:55 AM
To: Elise Durbin
Subject: FW: picture of non-pool
Attachments: DSCN1025.JPG

Hello Elise. Your e-mail was given at the Minnetonka City Council meeting/open house on LRT as the contact for comments. I did attend and spoke as a representative of the residents of the Opus Condominiums. I have been an owner/taxpayer for 22 years, and moved here for the park-like environment. Most of the other residents are owners and taxpayers as well! Many of us attended many meetings over the last 10 years, and need to be sure our voices are still heard/have not been forgotten!

I find it interesting that one of the Claremont presenter's slides supporting the negative impact of taking out the trees on the hill was the view from their pool. This is a current picture of their "pool." Hmmm. Looks like it is not a consideration, since it doesn't exist anymore! (a neighbor provided this picture. She even thought it was gone BEFORE the meeting!)

And where have the Claremont owners been all this time? This is a very last-minute attempt to undo 10 years of work! And they have owned the property for 21/2 years or so I understand. Why did they wait until the last minute to voice these concerns? Hate to see that rewarded.

Also, I know the City of Minnetonka staff are in the process of re-analyzing your process and decisions since 2004. There were many meetings and inputs since then, which I certainly hope won't be suddenly discounted! I recall that the original environmental impacts, grade levels, curves, costs, impact on residents, accessibility to businesses and MANY other considerations were discussed. e.g. the original transfer station site would have obliterated a City Park! I have no problem with moving the line closer to Feltl Road, but I have heard that was considered too costly/sloped/curved. Otherwise, I hope that 10 years of effort will lead to the City of Minnetonka recommending the route where it stands now (NOT the alternate.) No route is perfect, but mitigation can be made. And since the residents of the Claremont are renters, they are not nearly as impacted as owners like me. Please do not give in to current pressure! The City needs to trust its staff to have done the right thing.

Thank you for your serious consideration.
Lynn Miller, 5607 Green Circle Drive, #319, Minnetonka, MN 55343



[REDACTED]

From: Julie Wischnack
Sent: Friday, May 30, 2014 4:04 PM
To: Kathy Leervig
Subject: FW: Alternate Route for SW LRT Alignment at Claremont Apartments
Attachments: Talking Points.pdf

For the change memo.

From: <Griffith>, William Griffith [REDACTED]
Date: Friday, May 30, 2014 3:17 PM
To: Patty Acomb <pacomb@eminnetonka.com>, Dick Allendorf <dallendorf@eminnetonka.com>, Tim Bergstedt <tbergstedt@eminnetonka.com>, Bob Ellingson <bellingson@eminnetonka.com>, Terry Schneider <tschneider@eminnetonka.com>, Tony Wagner <twagner@eminnetonka.com>, Brad Wiersum <bwiersum@eminnetonka.com>
Cc: Julie Klemp-Wischnack <jwischnack@eminnetonka.com>, Elise Durbin <edurbin@eminnetonka.com>
Subject: Alternate Route for SW LRT Alignment at Claremont Apartments

Mayor and City Council Members,

We represent the owners of the Claremont Apartments in the City of Minnetonka. Over the last year, we have met on a couple of occasions with Mayor Terry Schneider and your community development staff to express serious concerns about the impact of the alignment of the LRT within 100 feet of the third story of the Claremont Apartments through the woodlands of Opus Hill. We also testified to these impacts at last month's hearing at the Met Council and in response to the environmental impact statement for the LRT project.

On Monday night, our team will present an alternate route that largely mitigates the negative impact on the residents of the Claremont Apartments, leaves the woodlands and trails of Opus Hill intact and better serves the riders of the LRT line. This alternative was presented recently to Mayor Schneider, Council member Tony Wagner and community development staff. We ask that the City Council support our request that the Project Office and the Met Council give serious consideration to the substantial benefits of this alternative; chief of which is the fact that the alternative avoids the delay that will certainly follow with pressing forward with the alignment now shown through Opus Hill.

I have enclosed a copy of materials we sent a few weeks ago to Mark Fuhrmann at the Project Office. By separate email, I will forward a copy of the PowerPoint presentation we will use at Monday's hearing. We look forward to meeting with you then.

Thanks,

Bill

[REDACTED]

MEETING SWLRT TIER GOALS WITH PROPOSED CLAREMONT RE-ALIGNMENT

The addition of a Smetana Station and the amendment to the rail alignment in front of the Claremont Apartments in the Opus Area in Minnetonka will provide “opening day” service to over 6,000 residents plus workforce staff that are not currently within the ¼ mile walk-shed. The proposed station and re-alignment can be done in a manner that respects property values by minimizing noise and vibration while preserving the enjoyment of an existing trail. This appears to us as providing sound planning and design. (See attached alignment)

The proposed re-alignment is justified by the goals established, and unanimously approved, by the TAC and PAC to be adopted within the Alternative Analysis, and listed in the Definition of Initial Technical Memorandum. The Tier 1 and Tier 2 goals were adopted to first achieve support for the SWLRT corridor and secondly balance community values along the corridor. We find that the re-alignment is supported by the following objectives listed within these goals:

Tier One Goals, to support light rail

- Reliable travel that improve mobility throughout the day
- Serve population and employment concentrations
- Serve people who depend on transit
- Efficiently and effectively move people

Tier Two Goals, to support values for the environment, quality of life and economic development.

- Avoid or minimize alterations to environmentally sensitive areas
- Avoid significant impacts on adjacent properties, such as noise and vibration
- Respect existing neighborhoods and property values
- Protect and enhance access to public service and recreation facilities
- Support sound planning and design of transit stations

It is not too late to add a station or adjust the alignment of the rail corridor. The proposed plans are still at the initial design stage and are being brought before cities for the purpose of holding public forums to determine if a better plan is possible. Three additional stations were added to the Green Line after the corridor was approved and several re-alignments are continuing to be discussed along the SWLRT corridor.

Adding a Smetana station and moving the trains from behind the Claremont Apartments and away from the existing trail will benefit the existing residents and minimize impacts to property owners. Our proposed alignment preserves a public trail, preserves slopes and trees, removes trains from resident’s backyards, provides on and off peak ridership to 6,000 residents and work staff with no additional impact to other property owners. The only impact is an elevated bridge over a wetland, which is a supported design feature that is being utilized for the wetland basin just a few hundred feet away and along the corridor.

Tables 1 and 2 on the following pages outline the objectives of the Tier 1 and Tier 2 goals as they compare to the SWLRT proposed alignment to the addition of a Smetana Station and Realignment as we are proposing.

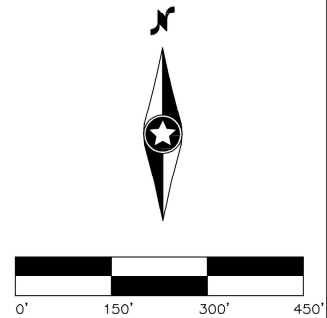
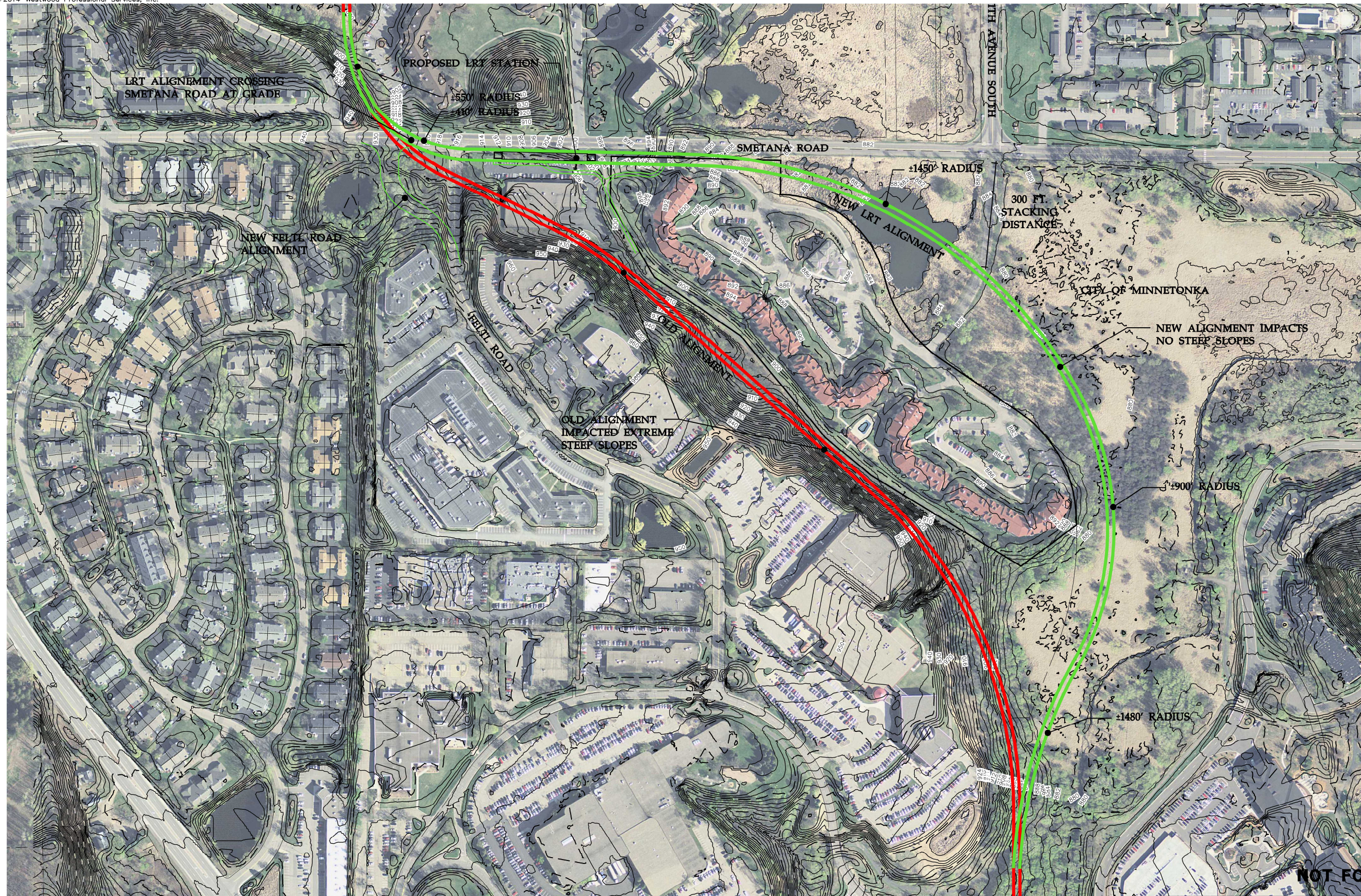
The studies that were used to determine the proposed corridor were done in a comprehensive view without consideration of specific costs or impacts that are being evaluated today. With new information obtained since the Alternative Analysis, we have identified improved ways to better serve more riders with an alignment that minimizes community impacts. If it was not for the re-examining of the corridor in the past we would have a less efficient corridor as proposed today. It should be the role of the SWLRT and Minnetonka to continue to pursue the goals you have established and look at improvements that do not burden the cost or schedule of the project but increases ridership without negative community impacts.

Table 1 – Tier I Goals

Goal 1: Improve Mobility			
Objectives	SWLRT Proposed Line	Smetana Station & Realignment	Comments
Provide a travel option competitive with other modes in terms of journey time.	Addressed	Addressed	The added station with the Smetana Station & Realignment option may increase travel time, but is expected to compete favorably with other modes of transportation.
Provide a reliable travel option that improves mobility throughout the day.	Addressed	Better Addressed	Smetana Station & Realignment will provide more riders throughout the week day and weekend.
Provide a travel option that serves population and employment concentrations.	Not Addressed (neglects existing population)	Better Addressed	The Smetana Station & Realignment serves 6,000 additional residents plus the 24/7 St. Theresa workers.
Provide a travel option that adds capacity and access to the regional and local transportation system.	Addressed	Better Addressed	The Smetana Station & Realignment serves 6,000 additional residents plus the 24/7 St. Theresa workers, creating capacity on the adjacent roadways.
Provide a travel option that serves people who depend on transit.	Not Addressed	Better Addressed	The Smetana Station & Realignment is within the 10-minute walk-shed of existing rental units and affordable housing. The SWLRT proposed line does not provide same opportunity in this area.
Provide a travel option that enhances pedestrian and bicycle activity and access to community nodes.	Not Addressed (Interferes with existing trail)	Better Addressed	The Smetana Station & Realignment option preserves the existing Minnetonka bike trails without placing pedestrians next to trains.
Goal 2: Provide a Cost Effective, Efficient Travel Option			
Provide a travel option with acceptable capital and operating costs.	Addressed	Addressed	
Provide a travel option that efficiently and effectively moves people.	Addressed	Better Addressed	With the Smetana Station & Realignment option more opening day riders will be moved supporting the initial cost of the rail.
Provide a travel option that integrates efficiently with other modes and avoids significant negative impacts to the existing roadway system.	Addressed	Addressed	
Provide a travel option that supports sound planning and design of transit stations and park and ride lots	Not Addressed (No station for 6,000 existing residents)	Better Addressed	Smetana Station & Realignment serves more “opening day” riders and weekend riders plus improves property values and reduces residential impacts.
Provide a travel option that supports regional system efficiently	Addressed	Addressed	

Table 2 – Tier II Goals

Goal 1: Protect the Environment			
Objectives	SWLRT Proposed Line	Smetana Station & Realignment	Comments
Provide a travel option beneficial to the region’s air quality	Addressed	Addressed	
Provide a travel option that avoids or minimizes alterations to environmentally sensitive areas	Partially Addressed	Partially Addressed	SWLRT Proposed line will impact slopes and trees. Smetana Station & Realignment will bridge a wetland.
Provide a travel option that supports efficient, compact land use that facilitates accessibility	Addressed	Addressed	
Provide a travel option that avoids significant environmental impacts on adjacent properties, such as noise and vibration	Not Addressed (Causes significant impact to residential properties)	Better Addressed	SWLRT proposed line has trains <100 feet from the windows along the entire length of the Claremont buildings while the Smetana Station & Realignment will move the trains 800 feet away from most units.
Goal 2: Preserve and Protect Quality of Life in Study Area and Region			
Provide a travel option that contributes to the economic health of the study area and region through improving mobility and access	Not Addressed (Neglects 6,000 residents)	Better Addressed	Smetana Station & Realignment provides access to 6,000 residents of diverse income levels that are not served by SWLRT proposed line.
Provide a travel option that is sensitively designed with respect to existing neighborhoods and property values	Not Addressed (Reduces property value)	Better Addressed	The SWLRT proposed line drastically decrease the property value of the Claremont Apartments, which will result in reduced tax revenues and economic harm to Minnetonka. The Smetana Station & Realignment option does not.
Provides a travel option that protects and enhances access to public service and recreational facilities	Not Addressed (Interferes with existing trail)	Better Addressed	The SWLRT proposed line directly impacts a City of Minnetonka trail in the Opus Park requiring realignment and users of the trail to travel adjacent to the train. The Smetana Station & Realignment preserves the existing trail, not requiring shared space, but maintains an attractive trail.
Provide a travel option that supports sound planning and design of transit stations and park and ride lots	Not Addressed (Station Plan neglects 6,000 residents in walk-shed)	Better Addressed	Smetana Station & Realignment serves more “opening day” riders and weekend riders plus improves property values and reduces residential impacts.
Provide a travel option that enhances the image and use of transit services in the region	Addressed	Addressed	
Goal 3: Support Economic Development			
Provide a travel option that supports economic development and redevelopment with improved access to transit stations	Addressed	Better Addressed	The Smetana Station & Realignment will provide more riders using trains opening day during the off-peak times for uses other that travel to work.
Provide a travel option that supports local sustainable development/redevelopment goals	Addressed	Addressed	
Provide a transportation system element that facilitates more efficient land development patterns and saves infrastructure costs	Addressed	Addressed	The re-alignment cost is projected to be similar to proposed costs. The new station is supported by added riders.
Provide a travel option that accommodates future regional growth in locations consistent with local plans and the potential for increased ridership	Addressed	Better Addressed	The Smetana Station & Realignment plan is consistent with the regional and local growth plans and it adds 6,000 additional opening day riders.



NOT FOR CONSTRUCTION

0003675SK/P01.dwg

Date: 04/25/14 Sheet: 1 OF 1

Westwood
 Westwood Professional Services, Inc.
 7699 Anagram Drive
 Eden Prairie, MN 55344
 PHONE 952-937-5150
 FAX 952-937-0922
 TOLL FREE 1-888-937-5150
 www.westwoodps.com

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly licensed PROFESSIONAL ENGINEER under the laws of the State of Minnesota.
 Date: xx/xx/xx License No. _____

Revisions:

Designed: _____
 Checked: _____
 Drawn: _____
 Record Drawing by/date: _____ A30

Prepared for:
The Slosburg Company
 10040 Regency Circle, Suite 200
 Omaha, Nebraska 68114

Southwest LRT
 Minnetonka & Hopkins, Minnesota

SWLRT
 Realignment
 ERM
 Municipal Consent

Claremont Apartments and Opus Hill



THE CASE FOR AN ALTERNATE ROUTE



**Claremont
Apartments**

Opus Hill Trail

Future Opus Station

Smetana Rd

Bimini Dr
Pompano Dr

Felt Rd

Sanibel Dr

Bren Rd

Bren Rd

Old Bren Rd

Red Cir

Yellow Cir Dr

Westbrook Way

Green Cir Dr

Green Oak Dr

Opus Park

Smetana

Smetana Dr

169

Duncan

Data Park

Blue Cir Dr

Lincoln

© 2012 Google

Google

A32

LRT Municipal Consent

Claremont Apartments Minnetonka, Minnesota



PROPERTY INVESTMENTS INCLUDE:

- ❖ **New Clubhouse and Fitness Center**
- ❖ **Construction of Additional Units**
- ❖ **Full Fire Sprinkler System-All Units**
- ❖ **Washers and Dryers-All Units**
- ❖ **Elevator Upgrades**
- ❖ **Hallway Renovations**
- ❖ **Landscape and Drainage Improvements**



There are Five Buildings along the Trail





View from Smetana Road looking South

The Trees create a Forest Setting along the Trail



A37

LRT Municipal Consent

THERE ARE 171 LIVING ROOMS LOOKING OUT AT THE TRAIL



**THERE ARE 272 BEDROOMS
LOOKING OUT OVER THE TRAIL**



Trees screen Industrial Buildings beyond the top of Opus Hill



BEAUTIFUL EVEN IN WINTER







A43

LRT Municipal Consent





Save These Trees Please



**PROPOSED ROUTE
THROUGH OPUS HILL**

**CLAREMONT
apartments**



ka

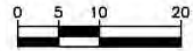
Image U.S. Geological Survey

LRT Municipal Consent

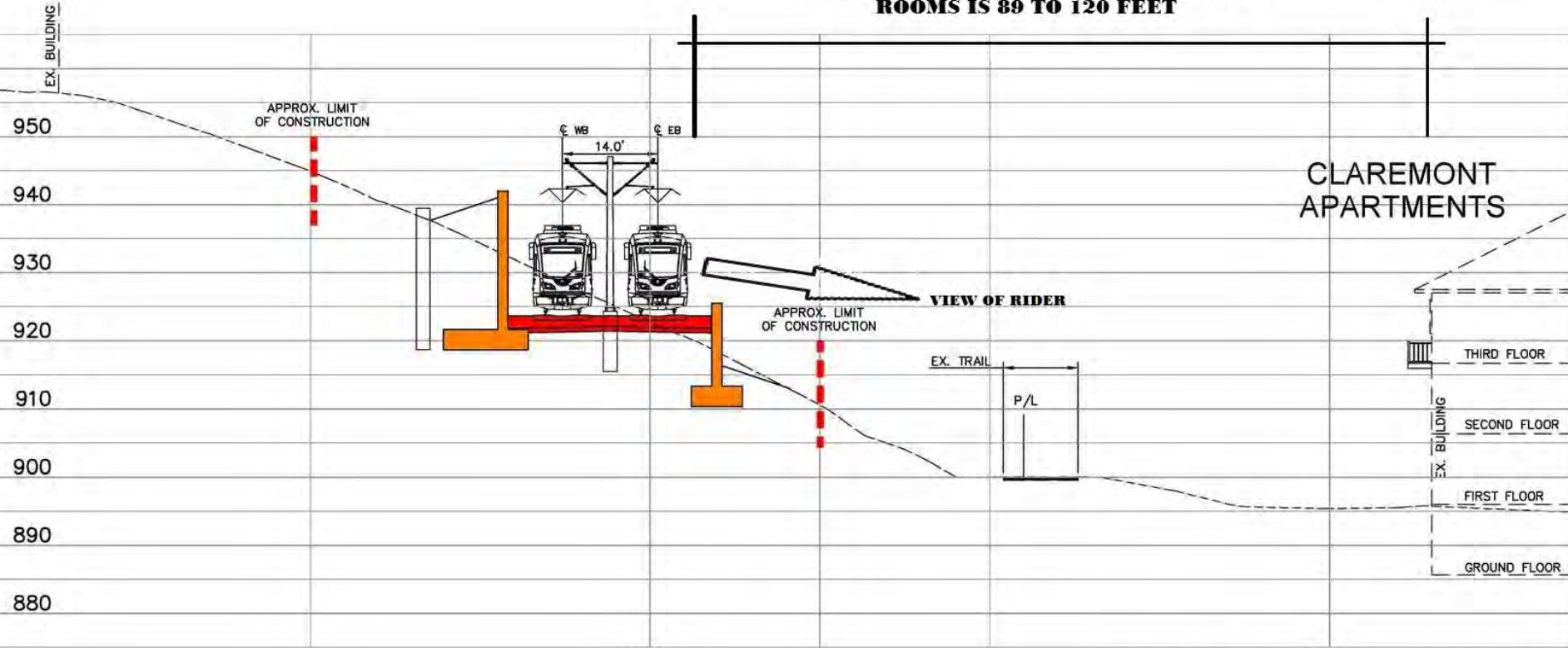
Google Earth

Section Through Opus Hill (from SWLRT)

SECTION B-B'



DISTANCE FROM TRAIN TO LIVING ROOMS IS 89 TO 120 FEET



1+00

A48

2+00

LRT Municipal Consent

DRAFT-WORK IN PROCESS

**ALTERNATE
ROUTE (shown
in Green)**



PROPOSED LRT STATION

±1530' RADIIUS

±150' RADIIUS

SUTHERLAND ROAD

±1450' RADIIUS

NEW LRT ALIGNMENT

300 FT.
STACKING
DISTANCE

CITY OF MINNETONKA

NEW ALIGNMENT IMPACTS
NO STEEP SLOPES

BEAL ROAD

OLD ALIGNMENT
IMPACTED EXTREME
STEEP SLOPES

±900' RADIIUS

**CURRENT ROUTE
(shown in Red)**



±1480' RADIIUS

±1480' RADIIUS

PLEASE DON'T LET THIS...

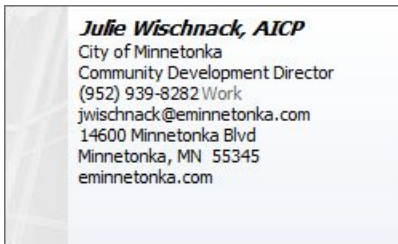


BECOME THIS



From: Julie Wischnack
Sent: Wednesday, June 11, 2014 8:29 AM
To: 'Ferris Fletcher'
Cc: Elise Durbin
Subject: RE: Southwest LRT
Attachments: Julie Wischnack AICP.vcf

Thank you for your email Mr. Fletcher. I will make sure the city council sees this at their next council meeting on June 23rd. We appreciate your input.



From: Ferris Fletcher [REDACTED]
Sent: Tuesday, June 10, 2014 6:50 PM
To: Julie Wischnack
Subject: Southwest LRT

I am writing to express my concern that one small group of people is proposing a change in the light rail plans through the Opus area at such a late date. There was a period of open discussion and investigation years ago during which many options were considered, leading to the current plan. I am wondering where this group was at that time.

I live and pay taxes in the Opus 2, Phase 3 condominiums. Our condominium unit was represented at the original meetings, and has been taken by surprise by the new request for changes. I would appreciate notice of future meetings at which this change will be considered.

I am strongly in favor of leaving the plans as they are.

Thank you,

Ferris Fletcher
5607 Green Circle Drive #306
Minnetonka, MN 55343

[REDACTED]

From: Rick.Fink [REDACTED]
Sent: Friday, May 30, 2014 10:07 AM
To: Elise Durbin
Subject: Southwest LRT

As a Minnetonka resident who works downtown, I'm in great support for the Southwest LRT. I'm not only in support for my own personal reasons, I also think it would help bring new opportunities to the city. I also think that the LRT is needed to keep up with the depend of mass transit as the metro area grows and Minnesota needs to be in mindset of being proactive and not reactive. I think those people that are against it are selfish and don't understand the importance of the future of mass transit.

Thanks,
Rick

Rick Fink, Technical Lead Specialist | Property Development - FMOSS |  Target | MS:CC-2809, 33 South 6th Street | Minneapolis, MN 55402 |

Elise Durbin

From: [REDACTED]
Sent: Sunday, June 15, 2014 10:14 PM
To: Elise Durbin
Subject: Southwest LRT

Greetings -

I was quite alarmed when I learned of the possibility that consideration is being given to changing the route in the OPUS area. I went to several meetings years ago - it was my understanding that all the relevant studies had been completed and that the current route was the best option.

I have lived in this area for several years. I hope the voices of faithful property tax payers will be heard above a rental community's needs. If they are so concerned about the "hill", perhaps they should invest some money in dealing with the buckthorn which will have its own negative impact in years to come... We too have a park and wetlands that would be negatively impacted by re-routing the LRT.

Please don't disregard all the work that has been done over the years due to a last minute request by lawyers and corporate America.

Thank you for your time and consideration.

Susie DeVos

[REDACTED] - Mtka, MN 55343

SafeAuto Car Insurance

Get a car insurance quote in 3 steps & pay only state minimum coverage
<http://thirdpartyoffers.juno.com/TGL3131/539e616dda89b616d0a23st04duc>

Minnetonka City Council Members

Ref: Light rail route.

I must have been miss-informed. I thought the route from Hopkins through Opus and into Eden Prairie had been designed, reviewed, tweaked, finalized and approved for some time now. It seems to be the most practical direct design for this portion of the line. Now at what seems to be the 11th hour one individual wishes to change the route. He would like us to believe it's about saving trees. Not true, follow the money and we see a different story. It's about him charging his renters a premium for their view of the hill and trees. Changing the route into the wet lands would require removing trees and destroying the natural beauty of the wet lands also. Plus, I think another EPA review would be required. How long can this process go on until we can finally say, "Let's put a shovel in the ground and get started." I've lived in the condos on Green Circle Drive since 1986 and walk the paths within the area at least four times a week and can attest to the fact the majority of wild life (deer, pheasant, rabbits, fox) live in the wet lands. It contains water, meadows, natural protection for the animals and adds wonderful ambience to the area. Last week I saw my first fawn of the year. It's rare that I will see deer or other animals near what he calls Opus Hills. Let's not destroy the wet lands. Let's not delay the project again while a new route is designed and approved. I oppose this route change and think the Council should also.

Sincerely,

Allen Miller

June 16, 2014

The Honorable Mayor Terry Schneider
15333 Boulder Creek Drive
Minnetonka, MN 55345

Re: Impact of Southwest LRT on Claremont Apartments; Our File #36,292-00

Dear Mayor Schneider:

This letter is to keep you up to date as to our progress on the proposed alternate route to save the woodlands of Opus Hill and avoid the Claremont Apartments. As you know, on June 2, 2014, we presented an alternate route to substantially reduce the negative effects of the Southwest LRT on the Claremont Apartments and Opus Hill. Since that meeting, we met with members of the Project Office, including Jim Alexander, Project Engineer, to present the alternate route and to discuss the implications for the project. We understand that the Project Office staff will present preliminary findings to City staff this week and provide public comments at your meeting of June 23, 2014.

In the meantime, we continue to research issues related to the alternate route to ensure decision makers that it is both feasible and preferred to the route selected. To that end, we enclose documentation reviewed by our engineering consultant which indicates that the wetlands are generally considered "lower-quality" for wildlife habitat, such that LRT construction should not result in a severe impact from an environmental standpoint.

Also, we transmitted the enclosed Public Easement for the trail to the Project Office. Apparently, Planners for the Southwest LRT assumed the line was private and did not require the Section 4(f) analysis necessary to protect public facilities like the public trail through Opus Hill Woods. With this information, the Project Office should give greater scrutiny to the impact on public facilities adjacent to the Claremont Apartments.

We will follow up with the Project Office and your staff this week to review the preliminary findings of the analysis of the alternate route. Again, we appreciate the City Council's direction

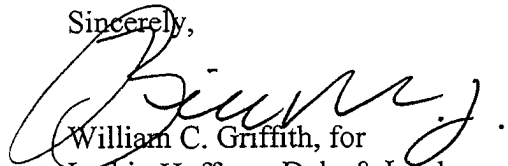
The Honorable Mayor Terry Schneider

June 16, 2014

Page 2

to both the Project Office and your staff to give serious consideration to the alternate route. We believe it will result in a line that is better located and more beneficial to future riders in the immediate vicinity of the Claremont Apartments.

Sincerely,



William C. Griffith, for
Larkin Hoffman Daly & Lindgren Ltd.

Direct Dial: 952-896-3290

Direct Fax: 952-842-1729

Email: wgriffith@larkinhoffman.com

Enclosures

cc: Richard Slosburg (w/o enclosures)

Jerry Kavan (w/o enclosures)

Vern Swing (w/o enclosures)

4817-3887-2347, v. 1



SOUTHWEST
transitway

green means go.

**Southwest LRT
Technical Memorandum No. 9**

ENVIRONMENTAL EVALUATION

DRAFT

**PRELIMINARY
FOR REVIEW ONLY**

September 9, 2009



Table 9. State or Federally Listed Species or Native Plant Communities within 1 Mile of Alignment 3C-1 and 3C-2

Scientific Name	Common Name	State Status	Federal Status	Last Observation Date
<i>Ligumia recta</i> (2 Occurrences)	Black Sandshell	Special Concern		2007
<i>Valeriana edulis</i> ssp. <i>ciliata</i>	Valerian	Threatened		1891
<i>Gallinula chloropus</i>	Common Moorhen	Special Concern		1986
<i>Notropis anogenus</i>	Pugnose Shiner	Special Concern		1941
<i>Pipistrellus subflavus</i>	Eastern Pipistrelle	Special Concern		2000
<i>Falco peregrinus</i> (3 Occurrences)	Peregrine Falcon	Threatened		2006
<i>Besseyia bullii</i>	Kitten-tails	Threatened		1996
<i>Etheostoma microperca</i>	Least Darter	Special Concern		2006
Bat Colony	Bat Concentration	N/A		2000

3.2.4 Long-Term Effects

Vegetation and wildlife bordering and within the project area are associated with lakes, wetlands, woodlands, right-of-way grassland, and urban landscaping. Based on the inventory of biological resources within and adjacent to the Southwest LRT alternatives, there are potential impacts to wetlands, floodplains, and other features. Comparatively, the suburban setting is generally considered low quality for wildlife habitat, but does provide habitat for wildlife that have adapted to this type of environment, such as song birds and small mammals. The urban setting is generally comprised of scattered trees, mowed bluegrass, and non-native vegetation (weeds). Wildlife in these areas includes species adapted to an urban environment. Most of the affected wetlands are smaller, lower-quality wetlands of types relatively common in the area. Construction of LRT 1A, in particular segment 1, would affect ecosystem conditions and functions because of the number of higher quality wetlands adjacent to the route; such as Minnetoga and Shady Oak Lakes. Segment 3 contains a higher number of wetlands. Some of the effects would be beneficial, some, such as filling or shading wetlands, would be negative.

A summary list of potential impacts along each segment has been provided Section 3.3.4.

The small fragments of habitat are relatively rare in the urban environment that is characteristic of the project vicinity. Effects of project development on wildlife in these areas would vary according to existing habitat quality. Much of the affected area currently consist of low-quality, small, fragmented patches dominated by non-native shrubs and grasses, while some areas are contiguous, with patches of native, mature trees and native shrubs. Though all of the patches are, for the most part, isolated from forming a continuous corridor and thus are of lesser quality or benefit to plant or wildlife species. These impacts can be addressed through the appropriate permitting processes and do not pose major obstacles to the Southwest LRT project.

3.2.5 Short-Term Construction Effects

Grading of the existing land within the project area will be required for construction of the LRT. Within the right-of-way, existing topography and vegetation will be disturbed. Grading design is directed by standardized guidelines, and should result in landforms that appear natural and

The areas in Minnetonka and Hopkins involve an unnamed water body and the north fork of Nine Mile Creek, respectively. Of the two areas located within St. Louis Park on Minnehaha Creek, one of them is included in this discussion only because it is still shown on the Q3 Flood Data. The easterly-most floodplain area has actually been revised through a Letter of Map Revision (LOMR) issued September 28, 2007, and the edge is now outside the 100-foot corridor. There are no floodplain impacts associated with the three alternative alignments for LRT 3C-2; Segments C-2A (Blaisdell Avenue) and C-2B (1st Avenue), and the 11th/12th Street couplet.

3.3.3.2 Wetlands, Public Waters, and Floodplains

Wetland impacts are based on existing wetland information (primarily from the National Wetland Inventory) and conceptual construction limits. Tables 10 and 11 summarize the results of the wetland and floodplain impact analysis. For each segment the permitting agency, cumulative wetland impacts, cumulative floodplain impacts, type of wetland impacted, and comments are provided. Wetland impacts are based on existing wetland information (primarily from the National Wetland Inventory) and conceptual construction limits.

Table 10. Impact by Segment

Segment	Permitting Agency	Wetland Impact		Floodplain Impact		Impacted Wetland Type (Circular 39)	Comments
		ft ²	acre	ft ²	acre		
1	LGU	Approx. 24,000	Approx. 0.6	Approx. 24,000	Approx. 0.6	1, 2, 3, 4, 5	Impacts to multiple wetland types. Floodplain impacts are associated with Purgatory Creek and tributaries of Nine Mile Creek.
	DNR						
	COE						
	NMCWD						
	PCA						
Local Municipality							
3	LGU	Approx. 147,000	Approx. 3.5	Approx. 40,000	Approx. 1.0	1, 2, 3, 5, 6	Significant impacts to multiple wetland types. Floodplain impacts are associated with Purgatory Creek, tributaries of Nine Mile Creek, and an unnamed waterbody.
	DNR						
	COE						
	NMCWD						
	PCA						
Local Municipality							
4	LGU	Approx. 3,000	Approx. 0.1	Approx. 40,000	Approx. 1.0	1, 4	Impact to various wetlands and potential for impacting Minnehaha Creek. Floodplain impacts are associated with Nine Mile Creek and Minnehaha Creek.
	DNR						
	COE						
	NMCWD						
	MCWD						
	PCA						
Local Municipality							
A	LGU	Approx. 7,000	Approx. 0.2	0	0	5	Impacts are associated with
	DNR						

is noted in several wells in the area of Louisiana Avenue, just east of the Minnehaha Creek crossing.

Along Segment A (Figure 3-37), peat is documented only along the shoreline in the northeast corner of Cedar Lake. Similarly, peat is documented only near the southwest corner of Lake of the Isles on Segment C-1 (Figure 3-38).

3.6.4.5 Effects of the Segments C-1, C-2, C-2A, and C-2B

The geological or geotechnical considerations discussed above are not affected by the selection of any of these segments, with the sole exception of the area of high bedrock near the northern terminus of LRT C-1 (Nicollet Mall) identified as an issue for GBV would no longer be a concern if the LRT 3C-2 (11th/12th Street) was selected.

3.6.5 Mitigation

Mitigation for impacts to geologic resources varies by the type and severity of impact. Two key areas that will require detailed analysis during the EIS process and preliminary engineering are ground borne vibrations, and temporary and permanent dewatering. Vibration mitigation options are briefly discussed in Section 3.8.7, and will be expanded upon as necessary during the development of the DEIS and FEIS. Dewatering impacts will be evaluated for effects on adjacent wells and surface water features; if such effects are significant, LRT design and construction engineering options will be considered to minimize impacts.

3.7 Noise

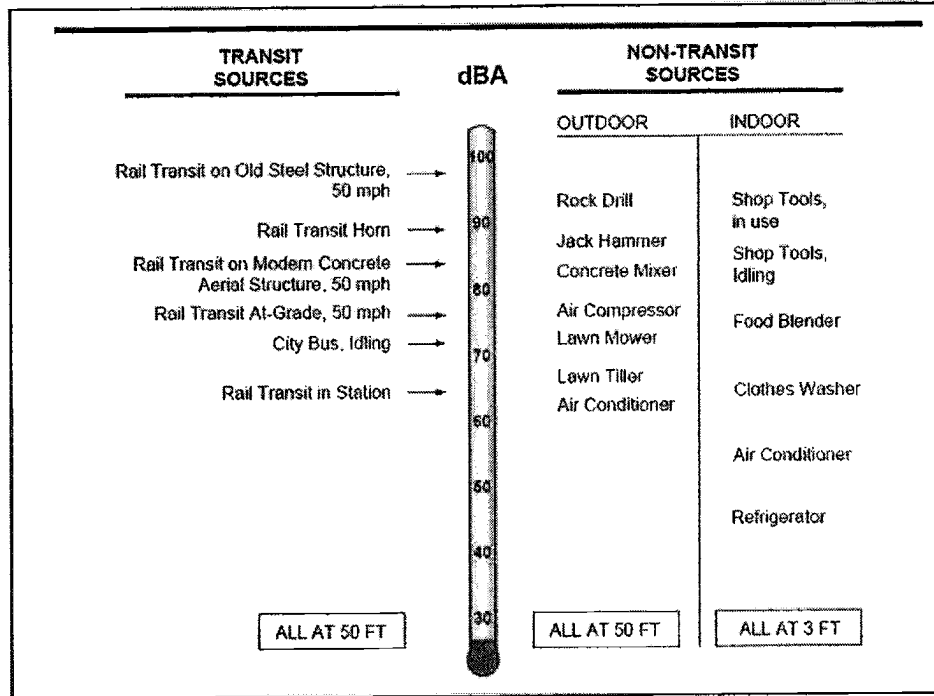
3.7.1 Human Perception Levels

Sound travels through the air as waves of tiny air pressure fluctuations caused by vibration. In general, sound waves travel away from a noise source as an expanding sphere. Loudness decreases at greater distances from the sound source. Unwanted or undesirable sound is typically defined as noise.

The intensity or loudness of a sound is expressed in units of decibels (dB). The range of normally encountered sound can be expressed by values between 0 and about 140 dB.

Sound-level meters measure the pressure fluctuations caused by sound waves and record separate measurements for different frequency ranges. Most sounds consist of a broad range of sound frequencies, from low to high. The average human ear does not perceive all frequencies equally. To compensate for this the A-weighting scale (dBA) was developed to approximate the way the human ear responds to sound levels; it mathematically applies less "weight" to frequencies we don't hear well, and applies more "weight" to frequencies we do hear well. Typical A-weighted noise levels for various types of sound sources are summarized in Chart 2.

Chart 2. Typical A-Weighted Sound Levels



Source: FTA, "Transit Noise and Vibration Impact Assessment" (May 2006)

The equivalent sound level (Leq) is often used to describe sound levels that vary over time, usually a one-hour period. The Leq is considered an energy-based average noise level. Using twenty-four consecutive 1-hour Leq values it is possible to calculate daily cumulative noise exposure. The descriptor used to express daily cumulative noise exposure is the Day-Night Sound Level (Ldn). The Ldn includes a 10-dBA penalty imposed on noise that occurs during the nighttime hours (between 10 PM and 7 AM) where sleep interference might be an issue. The 10-dBA penalty makes the Ldn useful when assessing noise in communities. The Sound Exposure Level (SEL) combines the equivalent sound level with the duration of an event to determine the total amount of noise exposure.

Individual dB levels for different noise sources cannot be added directly to give the noise level for the combined noise source. For example, two noise sources that produce equal dB levels at a given location will produce a combined noise level that is 3 dBA greater than either sound alone. When two noise sources differ by 10 dBA, the combined noise level will be 0.4 dBA greater than the louder source alone.

People generally perceive a 10-dBA increase in a noise level as a doubling of loudness. For example, a 70-dBA sound will be perceived by an average person as twice as loud as a 60-dBA sound. People generally cannot detect differences of 1 dBA to 2 dBA. Differences of 3 dBA can be detected by most people with average hearing abilities. A 5-dBA change would likely be perceived by most people under normal listening conditions.

When distance is the only factor considered, sound levels from isolated point sources of noise (for example, a jackhammer) typically decrease by about 6 dBA for every doubling of distance from the noise source. When the noise source is a continuous line (for example, vehicle traffic on a highway), noise levels decrease by about 3 dBA for every doubling of distance away from the source.

Noise levels at different distances can also be affected by topographic features and structural barriers that absorb, reflect, or scatter sound waves. Atmospheric conditions (wind speed and direction, humidity levels, and temperatures) can also affect the degree to which sound is attenuated over distance.

Reflections off topographical features or buildings can sometimes result in higher noise levels (lower sound attenuation rates) than would normally be expected. Temperature inversions 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.

3.7.2 Evaluation Criteria

The FTA has an established screening procedure for identifying locations where a project may cause a noise impact. The methodology is outlined in Chapter 4 of the FTA's *Transit Noise and Vibration Impact Assessment* (May 2006). Screening distances are intended to be conservative and large enough to include all potentially affected noise-sensitive receptors in the vicinity of the project. The noise screening procedure takes into account the type of project, anticipated project related noise levels, and noise-sensitive land uses within the vicinity of the project.

3.7.3 Methodology

Airborne noise effects associated with the Project were evaluated using the FTA's Screening Procedure ("Transit Noise and Vibration Impact Assessment," May 2006). The methodology included calculating project-related noise levels and identifying noise-sensitive land uses. For screening purposes all noise-sensitive land uses are considered to be a single category. Noise-sensitive land uses were identified using digital aerial photographs, land use-related GIS files, and maps.

The screening distances are based on certain assumptions described in Table 4-2 of the FTA Manual, which prescribes adjustments to the screening distances to suite the particular project. The Southwest LRT has several parameters which depart from the FTA's assumptions. Notably, the speeds are substantially higher in several segments of the corridor, and the expected traffic volume is greater. Traffic volume assumptions used in the noise screening analysis are based on current traffic volumes on the operating Hiawatha LRT, the anticipated similar traffic volume on the future Central Corridor LRT, and Metropolitan Council's anticipated increase from two to three articulating vehicles on both LRT systems.

Sound exposure levels (SEL) for Southwest LRT were determined using field measurements of current operating conditions on the Hiawatha LRT and are shown in Table 28.

Table 28. Sound Exposure Levels used in the Screening Analysis

Noise Source	Sound Exposure Level (SEL)
Railcar Pass-by	84 dBA
Audible Warning Signal (bells)	88 dBA
Horn Blasts	99 dBA

Based on standard operating conditions on the Hiawatha LRT it is reasonable to anticipate that bells, horns, or both may be used at grade crossings, crosswalks, and passenger stations. However, there will be portions of the Project areas where bell or horn use is not likely to occur. To insure all potentially affected noise-sensitive land uses are included, this screening procedure uses the distances for vehicle pass-by with horn and bell noise along each alternative's entire alignment.

Given the magnitude of the screening distances for vehicle pass-bys with horns and bells, the screening contours included areas with intervening buildings throughout the majority of the corridor. Therefore, the screening procedure used the distances for intervening buildings shown in Table 29.

Table 29. Noise Screening Distances

Noise Source	Speed (mph)	Screening Distance (ft)	
		Unobstructed	Intervening Buildings
Vehicle Pass-by	20	250	150
	25	350	200
	30	450	250
	40	650	350
	45	750	400
	50	850	450
Vehicle Pass-by with Horns and Bells	20	1850	950
	25	1650	850
	30	1500	800
	40	1450	750
	45	1450	750
	50	1450	750

LRT 3C-1 (Nicollet Mall) and 3C-2 (11th/12th Street) includes operating in a tunnel between 29th Street and Franklin Avenue along Blaisdell, Nicollet, or 1st Avenues. Noise screening distances were assumed to be minimal during tunnel operation.

3.7.4 Existing Conditions

Existing noise conditions are not evaluated as part of the noise screening level analysis. Existing noise conditions will be further evaluated in the DEIS.

3.7.5 Long-Term Effects

Potentially affected receptors were estimated along each alignment using the screening level methodology described in Section 3.6.3. Table 30 presents the number of potentially affected noise-sensitive receptors along each project alignment.

Table 30. Noise Screening Receptors

	Alignments			
	1A	3A	3C-1 (Nicollet Mall)	3C-2 (11 th /12 th Street)
Potentially Affected Receptors	3510	3301	7133	6939

3.7.6 Short-Term Construction Effects

Short-term construction noise effects are not evaluated as part of the screening level analysis. A detailed assessment of construction related noise impacts will be presented in the DEIS.

Construction noise varies greatly depending on the type of activity, equipment used, staging of the construction process, and layout of the construction site. For most construction equipment, diesel engines are the dominant noise source. For special activities such as impact pile driving and pavement breaking, noise generated by the actual process dominates.

Temporary noise during construction of the rail line and the stations has the potential of being intrusive to residents near the construction sites. Most of the construction would consist of site preparation and laying new tracks or roadways.

3.7.7 Mitigation

Mitigation is not evaluated as part of the noise screening level analysis. If necessary, a noise mitigation plan will be developed as part of the DEIS.

The noise screening presented in Section 3.7.3 identifies all possibly affected receptors within the project area. Noise screening does not identify impacted noise-sensitive areas nor does the screening analysis specify the severity of the noise impact.

A detailed noise assessment will be performed to determine the number of noise impacts during the DEIS process. Possible mitigation options that could be evaluated at that time include source-based treatments, path-based treatment, and receiver-based mitigation.

3.8 Vibration

3.8.1 Human Perception Levels

Vibration consists of rapidly fluctuating motions. For convenience, vibration decibels (VdB) are used to describe vibration. Ground-borne vibration (GBV) can be a serious concern for residents or at facilities that are vibration-sensitive, such as laboratories or recording studios. The effects of GBV include perceptible movement of building floors, interference with vibration sensitive instruments, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds.



Westwood

7699 Anagram Drive
Eden Prairie, MN 55344

PHONE 952-937-5150
FAX 952-937-5822
TOLL FREE 888-937-5150

www.westwoodps.com

MEMORANDUM

Date: June 16, 2014

To: William Griffith

From: Vernon Swing, P.E.

Re: **Claremont Apartments – Wetland Note**
File R0003675

Review of archive documents on the SWLRT website relating to the Locally Preferred Alternative Evaluation led to the discovery of the Southwest LRT Technical Memorandum No. 9, Environmental Evaluation draft, September 9, 2009. This document contains language that refers to the quality of wetlands along the corridor and the long-term effects (section 3.2.4). There are several references to the fact that the wetlands in our area are low quality and do not impose obstacles to the project. These findings outline that wetland impacts are likely not a severe issue and their impacts can be addressed through normal permitting avenues. The following quotes are taken directly from Memorandum No. 9:

“Comparatively, the suburban setting is generally considered lower-quality for wildlife habitat, but does provide habitat for wildlife that have adapted to this type of environment, such as song birds and small mammals.”

“Most of the affected wetlands are smaller, lower-quality wetlands of types relatively common in the area.”

“Much of the affected area currently consists of low-quality, small fragmented patches dominated by non-native shrubs and grasses, while some areas are contiguous, with patches of native, mature trees and native shrubs. Though all of the patches are, for the most part, isolated from forming a continuous corridor and thus are of lesser quality or benefit to plant or wildlife species. These impacts can be addressed through the appropriate permitting processes and do not pose major obstacles to the Southwest LRT project.”

In other words, the alignment proposed by the Slosburg team through the wetland located east of the Claremont apartments does not result in a severe issue from an environmental review perspective and should be studied accordingly.



Kulsrud, Geri M.

From: Kulsrud, Geri M.
Sent: Friday, June 13, 2014 4:15 PM
To: 'jim.alexander@metrotransit.org'; 'nani.jacobson@metrotransit.org'
Cc: 'Jerry Kavan'; 'Richard Slosburg (cloper@richdalegroup.com)'; 'Vern E. Swing'; Griffith, William C.
Subject: FW: SFI - Easement Agreement - OPUS/City of Minnetonka
Attachments: Document.pdf

Good afternoon,

I am forwarding the attached Easement Agreement to your attention at the request of Bill Griffith. Thank you.

Geri Kulsrud
Legal Secretary
p | 952-896-3285
f | 952-896-3333
www.larkinhoffman.com



5 812

TRANSFER ENTERED
DEPT. OF PROPERTY TAX & PUBLIC RECORDS

AUG 7 1991

5812670

CityMtk
07/11/91 MLK

HENNEPIN COUNTY MINN.
DEPUTY

EASEMENT AGREEMENT

THIS EASEMENT AGREEMENT is made this 22 day of July, 1991, by and between OPUS CORPORATION, a Minnesota corporation (hereinafter referred to as "Owner"), and the CITY OF MINNETONKA, a Minnesota municipal corporation (hereinafter referred to as "City"), with reference to the following facts and circumstances:

A. Owner is the fee owner of certain real property legally described as follows:

Lots 3 and 4, Block 4, Opus 2 Ninth Addition, according to the recorded plat thereof, Hennepin County, Minnesota (hereinafter referred to as the "Property").

B. Owner has constructed across certain portions of the Property a bituminous surfaced path, and related improvements, all as part of a trail system in the Opus 2 development (such paths and related improvements collectively hereinafter referred to as the "Secondary Road Improvements"), and Owner has agreed to grant to City an easement for the Secondary Road Improvements upon certain terms and conditions hereinafter set forth.

NOW, THEREFORE, in consideration of the foregoing facts and circumstances, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged by the parties hereto, Owner and City hereby agree as follows:

1. Owner hereby grants to City a perpetual, non exclusive easement for the construction, installation, use and maintenance of the Secondary Road Improvements over those portions of the Property lying within the fifteen (15) foot wide drainage and utility easement dedicated in the plat of Opus 2 Ninth Addition which lies along the Northeast boundary of the Property. The use of the Secondary Road Improvements permitted pursuant to this easement grant shall be limited to pedestrian and nonmotorized vehicular travel by the general public and by City, its employees and agents; provided, however, that City may use the Secondary Road Improvements as a means of access for emergency vehicles in instances where public health or safety necessitates such access, and for City maintenance vehicles.

2. Owner hereby grants, bargains, quit claims and conveys to City, its successors and assigns, forever, the Secondary Road Improvements. City accepts the Secondary Road Improvements, and agrees that from and after the date hereof City shall be solely responsible for maintaining, repairing and replacing all of the Secondary Road Improvements and the area within the easement described in Paragraph 1 hereof. Without limiting the generality of the foregoing, City agrees that it shall be responsible for mowing all grass immediately adjoining such bituminous surfaced paths.

3. Nothing in this Easement Agreement to the contrary shall prohibit Owner from using the easement area described in Paragraph 1 hereof for such purposes as Owner may deem appropriate, provided that such use by Owner does not materially interfere with the enjoyment by City of the rights and easement herein granted.

4. The easement hereby granted and the agreement herein contained shall be an easement and agreement running with the Property, and shall inure to the benefit of and be binding upon Owner and City and their respective successors and assigns

KOLL 277

8-9-91

IN WITNESS WHEREOF, Owner and City have caused this Easement Agreement to be executed as of the day and year first above written.

OPUS CORPORATION

By *Jeffrey W. Essen*
Jeffrey W. Essen, Vice President-
General Manager Real Estate

CITY OF MINNETONKA

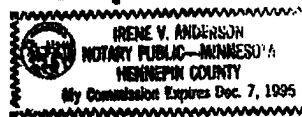
By *Timothy M. Bergstedt*
Timothy M. Bergstedt, Mayor

And *James F. Miller*
James F. Miller, City Manager

STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

The foregoing was acknowledged before me this 18th day of July, 1991, by Jeffrey W. Essen, the Vice President-General Manager Real Estate of Opus Corporation, a corporation under the laws of Minnesota, on behalf of the corporation.

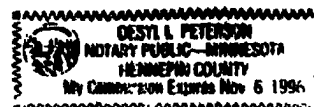
Irene V. Anderson
Notary Public



STATE OF MINNESOTA)
) ss.
COUNTY OF HENNEPIN)

The foregoing was acknowledged before me this 20th day of July, 1991, by Timothy M. Bergstedt and James F. Miller, the Mayor and City Manager of the City of Minnetonka, a municipal corporation under the laws of Minnesota, on behalf of the municipal corporation.

Destil L. Peterson
Notary Public

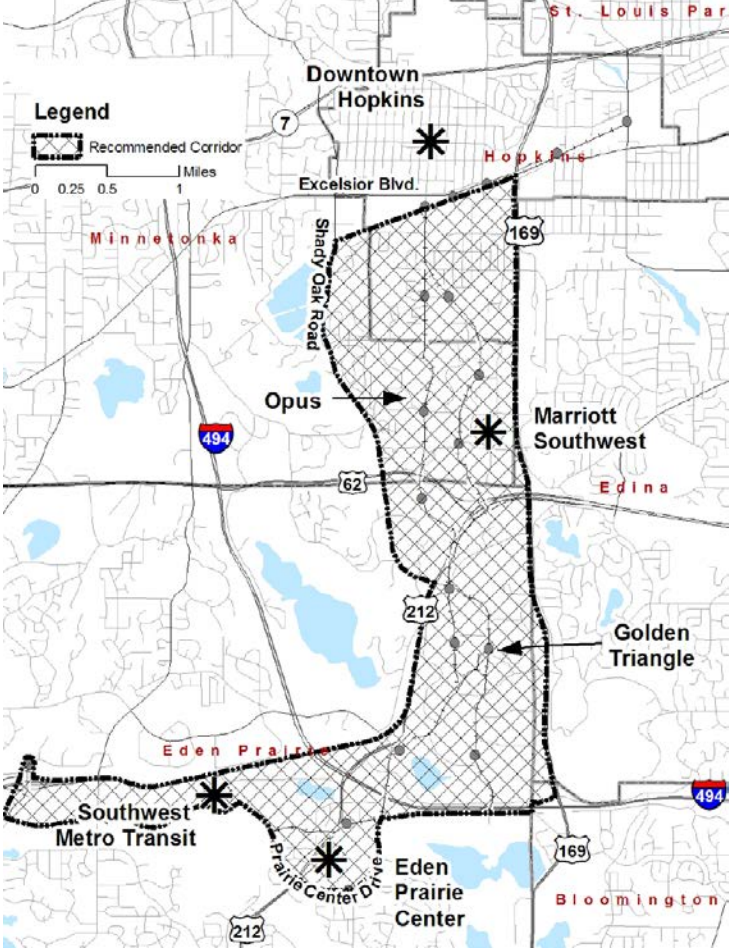


This instrument was drafted by:

Marc L. Kruger
800 Opus Center
9900 Bren Road East
Minnetonka, Minnesota 55343

	SWLRT Municipal Consent Plan (LRT alignment crosses Smetana and Feltl at grade)	SWLRT Updated Design Concept (Developed in response to City comment on Municipal Consent plans - assumes LRT alignment extends beneath Smetana and Feltl roads)	Concept Proposed by Westwood (Claremont) (Assumes LRT alignment extends beneath Smetana and Feltl roads)
Traffic Considerations	<ul style="list-style-type: none"> Gate crossing at Smetana and Feltl roads 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Gate crossing at apartment access road
Utility Impact Considerations	<ul style="list-style-type: none"> Requires relocation of existing sanitary sewer Requires relocation of water main Requires encasement of water main to cross LRT guideway 	<ul style="list-style-type: none"> Requires relocation of existing sanitary sewer Requires relocation of water main Requires encasement of water main to cross LRT guideway 	<ul style="list-style-type: none"> Requires relocation of existing sanitary sewer Requires relocation of water main Requires encasement of water main to cross LRT guideway Probable relocation of: <ul style="list-style-type: none"> Underground communication line Sanitary sewer force main
Structures Considerations			
<ul style="list-style-type: none"> Bridges 	<ul style="list-style-type: none"> LRT bridge crossing over trail 	<ul style="list-style-type: none"> LRT bridge crossing over trail 	<ul style="list-style-type: none"> LRT land bridge over wetlands (over 2,500 ft. long) LRT bridge crossing over trail LRT bridge crossing over driveway access to Claremont Apartments garage
<ul style="list-style-type: none"> Retaining walls 	<ul style="list-style-type: none"> Requires retaining walls along hill slope 	<ul style="list-style-type: none"> Requires retaining walls along hill slope 	<ul style="list-style-type: none"> Requires retaining walls along Smetana Road
<ul style="list-style-type: none"> Geotechnical 	<ul style="list-style-type: none"> Stable soils 	<ul style="list-style-type: none"> Stable soils 	<ul style="list-style-type: none"> Poor organic soils
LRT Guideway Considerations (relative to the Municipal Consent alignment)	<ul style="list-style-type: none"> Simpler track geometry Shorter alignment 	<ul style="list-style-type: none"> Simpler track geometry Approximately the same length compared to the Municipal Consent alignment 	<ul style="list-style-type: none"> More complex track geometry Approximately 800 ft. longer compared to the Municipal Consent alignment
Civil Considerations			
<ul style="list-style-type: none"> Roadway/Trail Geometry 	<ul style="list-style-type: none"> Requires realignment of Feltl Road Requires realignment (vertical) of Smetana Road Requires temporary closure of Smetana and Feltl roads during construction Requires routing trail under LRT Requires temporary closure of trail along the base of the hill during construction 	<ul style="list-style-type: none"> Requires temporary closure of Smetana and Feltl roads during construction Requires routing trail under LRT Requires temporary closure of trail along the base of the hill during construction 	<ul style="list-style-type: none"> Requires temporary closure of Smetana and Feltl roads during construction Requires temporary closure of trail along and under Smetana Road during construction
<ul style="list-style-type: none"> Environmental 	<ul style="list-style-type: none"> Alignment impacts woodland conservation area No wetland impacts No floodplain impacts A short segment of the alignment crosses a conservation easement 	<ul style="list-style-type: none"> Alignment impacts woodland conservation area No wetland impacts No floodplain impacts A short segment of the alignment crosses a conservation easement 	<ul style="list-style-type: none"> Majority of the alignment is over wetlands (approximately 2 acres impacted) Majority of the alignment is within a 100-year floodplain Majority of the alignment is within a conservation easement
LRT Travel Time (relative to the Municipal Consent alignment)	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Approximately the same travel time compared to the Municipal Consent alignment 	<ul style="list-style-type: none"> Longer travel time by approximately 44 seconds compared to the Municipal Consent alignment
Alignment Cost (relative to the Municipal Consent alignment)	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Reduction of \$5 - \$7 million (YOE) compared to the Municipal Consent alignment 	<ul style="list-style-type: none"> Additional \$20 - \$25 million (YOE) compared to the Municipal Consent alignment

LRT 3A Alignment History 2003-2006

<p>October 2003</p>	<p>Feasibility Study ends. Three alignments through Minnetonka:</p> <ol style="list-style-type: none"> 1. SWLRT trail/ROW 2. SWLRT trail/ROW to I-494 3. Highway 169
<p>April 2004</p>	<p>Modified Alignment 3A report. Purpose was to see if a reroute could be found to more directly serve major employment concentrations of Opus, Golden Triangle and Eden Prairie Center. Recommended a corridor between Highway 169 and Shady Oak Road, including a specific alignment down 11th Avenue and the east side of Claremont Apartments.</p> 
<p>January 21, 2005</p>	<p>Meeting with Hopkins, Minnetonka, Eden Prairie, Hennepin County and AA consulting staff on revised 3A alignment.</p>
<p>March 11, 2005</p>	<p>Technical Memo on west end alignments. Alignment through Opus identified the route along Feltl Road, then following the Hopkins-Minnetonka border up to Shady Oak station.</p>
<p>March 18, 2005</p>	<p>Technical Advisory Committee Meeting—Minnetonka staff noted the grade changes and potential issues with the hills near Smetana Road.</p>
<p>May 2005</p>	<p>Alignment along Feltl Road presented at Open houses</p>
<p>June 2005</p>	<p>Alignment along Feltl Road presented in a SWLRT newsletter</p>
<p>December 9, 2005</p>	<p>Technical Advisory Committee Meeting—All alignments were reviewed, including Minnetonka segments</p>
<p>April 7, 2006</p>	<p>Technical Advisory Committee Meeting—Capital cost highlight</p>

presentation shows alignment behind the apartments—not on Feltl Road



October 2006

Alignment behind apartments-not on Feltl Road shown in newsletter

December 4, 2006

Minnetonka City Council passes resolution with a preference for alignment 3A.

Resolution No. 2014-

Resolution approving the physical design component of the preliminary design plans for the Southwest Light Rail Project within the city of Minnetonka

Be it resolved by the City Council of the City of Minnetonka, Minnesota as follows:

Section 1. Background.

- 1.01. The Governor designated the Metropolitan Council (“Council”) as the responsible authority for the Southwest Light Rail Transit Project (“Project”), which makes it responsible for planning, designing, acquiring, constructing and equipping the Project.
- 1.02. The Project is now in the preliminary design phase.
- 1.03. The design at this phase is approximately 15 percent complete.
- 1.04. Minnesota Statutes section 473.3994 allows cities and counties along a proposed light rail route to provide input to the council on the physical design component of the preliminary design plans.
- 1.05. On April 22, 2014, the council submitted the physical design component of the preliminary design plans (“Plans”) to the governing body of each statutory and home rule charter city, county, and town in which the route is proposed to be located.
- 1.06. Public hearings are then required, which the city of Minnetonka (“City”) held on June 2, 2014.
- 1.07. Within 45 days of a joint hearing held by the council and the Hennepin County Regional Rail Authority (“HCRRA”), which was held on May 29, 2014, the city must review and approve or disapprove the Plans for the route to be located in the city.
- 1.08. Minnesota Statutes section 473.3994 provides that “a local unit of government that disapproves the Plans shall describe specific amendments to the Plans that, if adopted, would cause the local unit to withdraw its disapproval.”
- 1.09. Approval or disapproval by the city is part of the statutory preliminary design process.

- 1.10. City staff has reviewed the Plans and developed a report pertaining to these Plans and has made its recommendations.
- 1.11. The city supports the implementation of the Project and is doing everything possible to support its successful implementation by 2019.
- 1.12. The city is committed to work with the council throughout the design and construction process.
- 1.13. The city desires that the council and its staff continue to work with city staff to evaluate the extension of 17th Avenue from Shady Oak Station south to K-Tel Drive, including necessary utility connections, as a Locally Requested Capital Investment (“LRCI”), recognizing that the implementation of this investment will require the identification of funding during the advanced design of the Project.
- 1.14. The city desires that the council and its staff continue to work with city staff to evaluate the construction of a 10-foot wide trail/sidewalk between Smetana Road and K-Tel Drive as a LRCI, recognizing that the implementation of this investment will require the identification of funding during the advanced design of the Project.
- 1.15. The city desires that the council and its staff continue to work with city staff in consideration of other LRCIs recognizing that the implementation of these investments will require the identification of funding during the advanced design of the Project.
- Section 2. Council Action.
- 2.01. The city of Minnetonka provides its municipal approval of the Plans pursuant to Minnesota Statutes Section 473.3994 consistent with the above.
- 2.02. City staff are directed to submit the city’s approval to the Metropolitan Council.

Adopted by the City Council of the city of Minnetonka, Minnesota, on June 23, 2014.

Terry Schneider, Mayor

Attest:

David E. Maeda, City Clerk

Action on this resolution:

Motion for adoption:

Seconded by:

Voted in favor of:

Voted against:

Abstained:

Absent:

Resolution adopted.

**MEMORANDUM OF UNDERSTANDING
REGARDING DESIGN AND PLANNING
FOR THE SOUTHWEST LIGHT RAIL TRANSIT ROUTE
THROUGH THE CITY OF MINNETONKA**

This Memorandum of Understanding (MOU) is made and entered into as of _____, 2014, by and between the Metropolitan Council of the Twin Cities (“Council”) and the City of Minnetonka (“City”);

WHEREAS, the Governor designated the Metropolitan Council (“Council”) as the responsible authority for the Southwest Light Rail Transit Project (“Project”), which makes it responsible for planning, designing, acquiring, constructing and equipping the Project; and

WHEREAS, the Council has submitted the physical design component of the preliminary design plans (“Plans”) to the City’s council pursuant to Minnesota Statutes section 473.3994; and

WHEREAS, after a public hearing held on June 2, 2014, the City’s council approved the Plans by the adoption of Resolution No. _____; and

WHEREAS, the City has previously identified several items regarding the Project to the Council’s Southwest Project Office staff (“SPO”), and those items either were not included within or were not satisfactorily addressed in the Plans; and

WHEREAS, the SPO has provided written responses to the City’s comments on the identified items; and

WHEREAS, the City’s comments and the SPO’s written responses are set forth in the attached Exhibit A; and

WHEREAS, the City and Council are committed to continue to work cooperatively with each other throughout the design and construction process; and

WHEREAS, the City and Council desire, by this MOU, to memorialize their present intentions and understandings regarding the items identified in the City’s comments and SPO’s responses to those comments; and

WHEREAS, nothing in this MOU shall be construed as limiting or affecting the legal authorities of the parties, or as requiring the parties to perform beyond their respective authorities,

NOW, THEREFORE, the Council and City recognize and agree that the City and Council will work cooperatively to address the items set forth in the attached Exhibit A, at the times and in the manner as stated in the attached Exhibit A.

This Agreement is made as of the date set forth above.

METROPOLITAN COUNCIL

CITY OF MINNETONKA

By _____
Its Chairperson

By _____
Its Mayor

By _____
Its Regional Administrator

By _____
Its City Manager

Exhibit A

Sheet / Page Number	City of Minnetonka Comment	SPO Response
	The applicant must comply with Minnetonka’s specific regulations as it pertains to tree loss, grading and erosion control, impacts to steep slopes, storm water management, wetland and floodplain regulation. There are no proposed impacts to shoreland areas as per the current alignment. If the alignment moves, additional evaluation may need to occur.	Coordinate during advanced design.
27	The SPO surveyed 14.4 acres of trees, which is larger than the woodland preservation area by about 5 acres. Since the woodland preservation area is smaller than the inventory we cannot draw specific conclusions of the exact acreage loss. However we know that they anticipate the removal of 6.3 acres or 760 trees and saving 8.1 acres or 726 trees. Approximately half of the trees will be lost in this area.	SPO acknowledges that area surveyed is larger than what is defined in the ordinance. SPO understands the City will review the information provided by SPO and follow up as needed.
	The city classifies this project as redevelopment under the city’s tree protection ordinance (city code Section 300.28, subdivision 19). All trees within the construction limit of the rail corridor and outside of the construction limit that may be impacted by grading (impacts to the critical root zone) will need to inventoried. A tree protection plan will need to be prepared that incorporates best management practices (BMPs) to minimize impacts to trees. Additionally a mitigation plan will need to be prepared for city staff’s review and approval for those trees that are lost and require mitigation. Final landscape plans will be required to comply with city code Section 300.27, subdivision 14.	Tree inventory, mitigation plan, and landscape plans will be developed in advanced design. Note that inventory has already been completed between Bren Road West and Smetana Road.
27	Detailed landscape plans will be required in the location of the sound wall to help mitigate the impacts.	Landscape plans will be developed in advanced design.
25	There is a restrictive covenant on property PID 3611722210002 which states the property must only be used for parkland and open space purposes. Appropriate approvals to have the alignment through this area will need to be obtained from the City of Minnetonka and any other relevant parties at the time agreements are being entered into.	SPO will coordinate with the City.
27, 28	The city has a declaration of Tree Preservation Easement on the property located at 5450 Feltl Road (PID: 3611722220010). Appropriate approvals to have the track and reconfigured roadway through this area will need to be obtained from the City of Minnetonka and any other relevant parties at the time agreements are being entered into.	SPO understands the city will review easement and advise if any action is required.

	City must have opportunity to review and comment on 30%, 60%, 95%, and 100% plans with input to be incorporated as revisions to the project.	SPO will coordinate plan reviews with City staff at 30%, 60%, 90% and 100% completion.
	All LRT crossings with city sanitary sewer must provide PVC/concrete/approved city material carrier pipe with steel or city approved HDPE casing. The casing shall extend a minimum of 20-ft from track each side to allow for maintenance of this section in the future. If sanitary sewer crossing is located under street and quiet zone medians/gates/other infrastructure/etc. are present, carrier and casing shall be extended beyond the limits of these items to avoid disruption during future maintenance. Cathodic protection must be installed to protect all metallic materials from corrosion caused by LRT.	LRCI. Sanitary sewer is not cased, consistent throughout the corridor. This request can be accommodated with Project design. Project will provide cathodic protection as called out in the SWLRT Design Criteria.
	All LRT crossings with city storm sewer must provide concrete carrier pipe with steel or city approved HDPE casing. The casing shall extend a minimum of 20-ft from track each side to allow for maintenance of this section in the future. If storm sewer crossing is located under street and quiet zone medians/gates/other infrastructure/etc. are present, carrier and casing shall be extended beyond the limits of these items to avoid disruption during future maintenance. Cathodic protection must be installed to protect all metallic materials from corrosion caused by LRT.	LRCI. Storm sewer is not cased, consistent throughout the corridor. This request can be accommodated in Project design. Project will provide cathodic protection as called out in the SWLRT Design Criteria.
	Metropolitan Council must work with city on proposed standards for replacement type and style of city owned OPUS area bridges impacted by the project. Replacement must meet city standards and desired locations. City utilities located under these bridges must be replaced and cased per the requirements discussed as a part of these conditions. City maintenance equipment is used along trails and under bridges for utility maintenance.	The SPO will work with the City to endeavor to meet standards consistent throughout the corridor.
	Work with the city to meet city standards and requirements of project aspects for streets, bridges, trails, sidewalks, utilities, building structures, including a fair comparison of the costs, benefits, and impacts associated with the project.	SPO will coordinate with the City during advanced design and endeavor to meet City standards consistent throughout the corridor.
32, 44, 45	To the extent that LRT utilizes more than the initial 350 park and ride spaces at the Shady Oak Station, the Met Council will work with the cities of Minnetonka and Hopkins in the development of a parking structure subject to the approval of both cities. When development in the station area has reached a point that requires structure parking to support development, the Met Council will secure financing to replace with at least the number of existing surface parking spaces being utilized for LRT with structured parking. The structured parking is required to meet applicable zoning and subdivision requirements. Such structured parking will be subject to all fees and approvals of the city in which it's located (either Hopkins or Minnetonka) for similar type parking structures.	LRCI. City staff acknowledged that this is not a municipal consent requirement.

28-29	Discussions with SWLRT staff have indicated the potential to reduce the height of the bridge structure spanning between Smetana Rd. and K-Tel Dr. providing an at grade structure. This would also allow a grade separated crossing at Smetana Rd/Feltl Rd. Although not shown per municipal consent plans, the city requests this discussion continues to meet the goal of providing an at grade bridge structure in this area.	Address in PE plans. SPO provided updated design concept. The design concept includes a bridge that is reduced in height and length with LRT tracks that extend under Smetana and Feltl.
41	Review of the location of the TPSS, currently shown directly north of the Opus Station, should be reviewed for possible location north of Bren Road W, where most advantageous to natural resources, etc.	Address in PE plans. City staff acknowledged that this is not a municipal consent requirement. Locating the TPSS north of Bren Road W does not work from a technical perspective and due to the lack of adequate access. SPO identified area north of station between tracks and roadway to accommodate this facility.
31	Review of the location of the TPSS, currently shown directly south of the Shady Oak Station/17th Avenue, should be reviewed for possible location in the OMF facility.	Address in PE plans. There is not sufficient space on the OMF site to include this TPSS within the OMF property without reducing the amount of remnant property available for redevelopment. SPO will locate the TPSS between the tracks and the future 17th Avenue extension so as not to preclude the 17th Avenue extension and will coordinate with the cities of Hopkins and Minnetonka on screening. City staff acknowledged that this is not a municipal consent requirement.
28	The city has a Conservation Easement on the property located at 5101 Nolan Drive (PID: 2611722440106). Appropriate approvals to have the track through this area will need to be obtained from the City of Minnetonka and any other relevant parties at the time agreements are being entered into.	SPO understands the City will review easement and advise if any action is required.
	Quiet zones should be reviewed and must be implemented for all at-grade crossings in Minnetonka to prevent horn, bell and any other train emitted sounds at these crossings (allowed per Minnesota State Statutes 473.4055). These quiet zones must follow federal quiet zone standards.	This is not applicable to the Municipal Consent. A Fire Life and Safety Committee will be established during advanced design to address safety issues on the Project and the City will be invited to participate in the FLSC.
	TPSS, signal bungalows, and other related items should be designed and/or screened to city standards as outlined and stated during the design criteria review process conducted fall 2012. Final locations must be approved by the city.	PE plans will indentify the location of the referenced facilities. Screening will be addressed during advanced design.

50, 51, 52	Retaining wall construction must follow city standards for appearance and building code compliance, including fencing/rail. This also includes tunnel walls and appearance for TH 62 crossing.	Retaining wall aesthetics will be addressed during advanced design. Design will be coordinated with the City of Minnetonka, the City of Eden Prairie and MnDOT.
	Finished appearance of project including buildings, stations, bridges, etc. are of extreme importance to the city. These aspects must meet city standards and Metropolitan Council must agree to work with the city on finished appearance incorporating city input. Also must meet building code requirements.	Finished appearance of all building structures will be coordinated with the City during advanced design, consistent throughout the corridor. Aesthetics above and beyond what is essential to the light rail transit project may qualify for LRCIs.
	City to provide input on style and type of project lighting used within city boundaries.	Style and type of project lighting will be coordinated with the City during advanced design. Lighting types above and beyond what is essential to the Project may qualify as a for LRCI.
34 & 35	Provide onsite screening and landscaping along the perimeter of the OMF site, including on the border with the city of Minnetonka.	SPO will work with the City to endeavor to meet standards consistent throughout the corridor.
	Work with the city in the upcoming phases to determine if "people sensors" can be added in strategic locations (such as the bridge) to aid in the safety of the line.	Intrusion detection is required at the entrance to the TH 62 per Metro Transit's design criteria for light rail transit systems. Discussions will occur via a Fire and Life Safety Committee that will be formed during advanced design to discuss the need for intrusion detection at other strategic locations along the line.
	City will determine temporary service and/or minimum shut off times for disruption of city utilities. Multiple shut offs at any one time will not be allowed unless authorized by the city due to the critical components of the utility system located in the affected LRT corridor. Major utility transmission lines located within the project limits will be restricted to non-peak summer months as determined by the city.	Public utility lines impacted by the Project will be identified in the PE plans. During advanced design, SPO will coordinate with the City to determine the appropriate mitigation for the affected utility.