

# CITY OF MINNEAPOLIS SW DEIS COMMENTS

## Topics:

1. Overview
2. Alignments Considered and Evaluation of Alternatives
3. LPA Topics (16 Topic Areas)
4. Station Issues (5 Stations)
5. Required Mitigation



# CITY OF MINNEAPOLIS SW DEIS COMMENTS

## Overview:

- The City of Minneapolis supports the Purpose and Need for the Project
- The DEIS process is fair. The DEIS is widely available in a number of mediums for the public to review. There are adequate public comment periods.
- Public Hearing Dates:
  - November 13<sup>th</sup>, 2012 – Hennepin County Govt. Center
  - November 14<sup>th</sup>, 2012 – St Louis Park City Hall
  - November 29<sup>th</sup>, 2012 – Eden Prairie City Hall

# CITY OF MINNEAPOLIS SW DEIS COMMENTS

## Alignments Considered and Evaluation of Alternatives:

- The City of Minneapolis supports the Locally Preferred Alternative (Kenilworth Corridor 3A Alternative)
- The City of Minneapolis agrees that the Nicollet Alternative (3C) and the 11<sup>th</sup>/12<sup>th</sup> sub-alternative be dismissed.
- The City of Minneapolis is **OPPOSED** to the Co-Location alternative



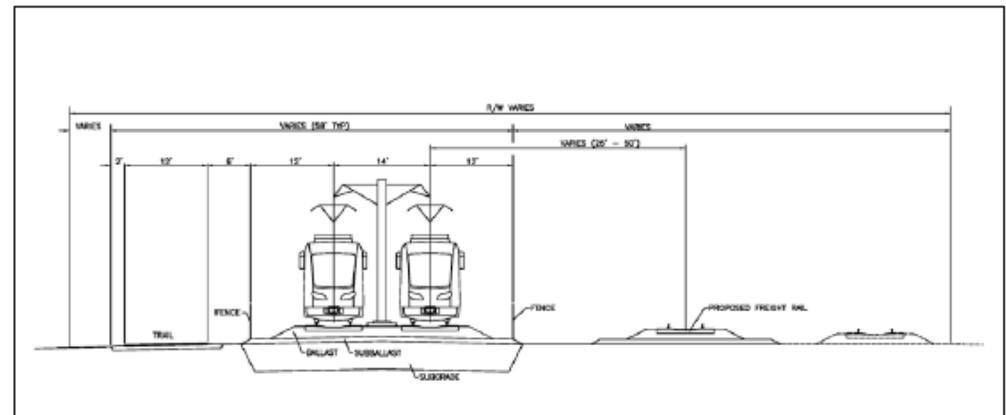
# CITY OF MINNEAPOLIS SW DEIS COMMENTS

## Alignments Considered and Evaluation of Alternatives:

- There are massive park and residential neighborhood impacts
- Only 62 feet is available; property taking is required and is not supported by the city



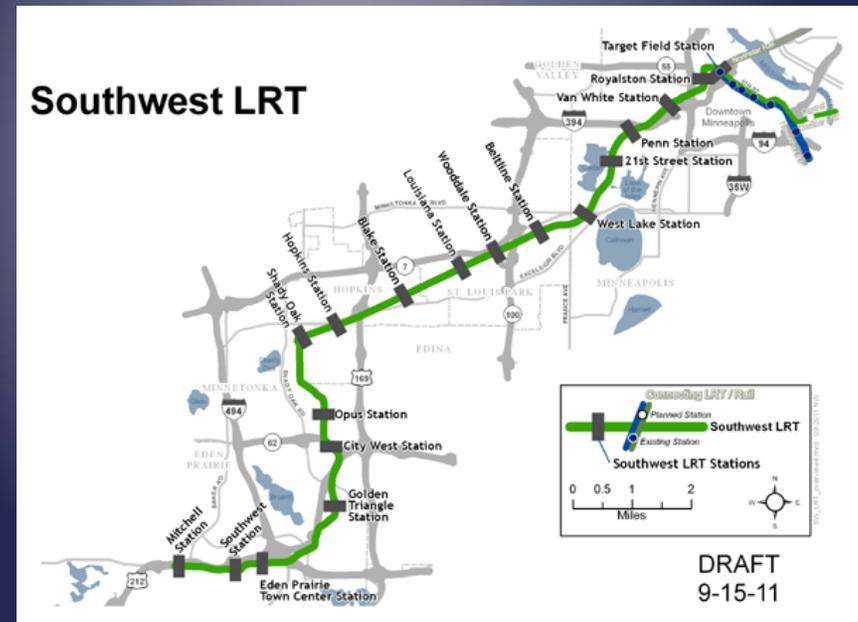
Figure 2.3-14. LRT Guideway – LRT 3A-1 (Co-location Alternative)  
Freight Rail South of LRT



# CITY OF MINNEAPOLIS SW DEIS COMMENTS

## Locally Preferred Alternative Issues:

- Keep all 5 stations
- No park and rides within Minneapolis
- No additional O and M facility
- Keep the trails; rebuild them to Minneapolis design standards
- Keep the trails open for construction
- Integrate public art
- Address noise and vibration concerns



# CITY OF MINNEAPOLIS SW DEIS COMMENTS

## Locally Preferred Alternative Issues:

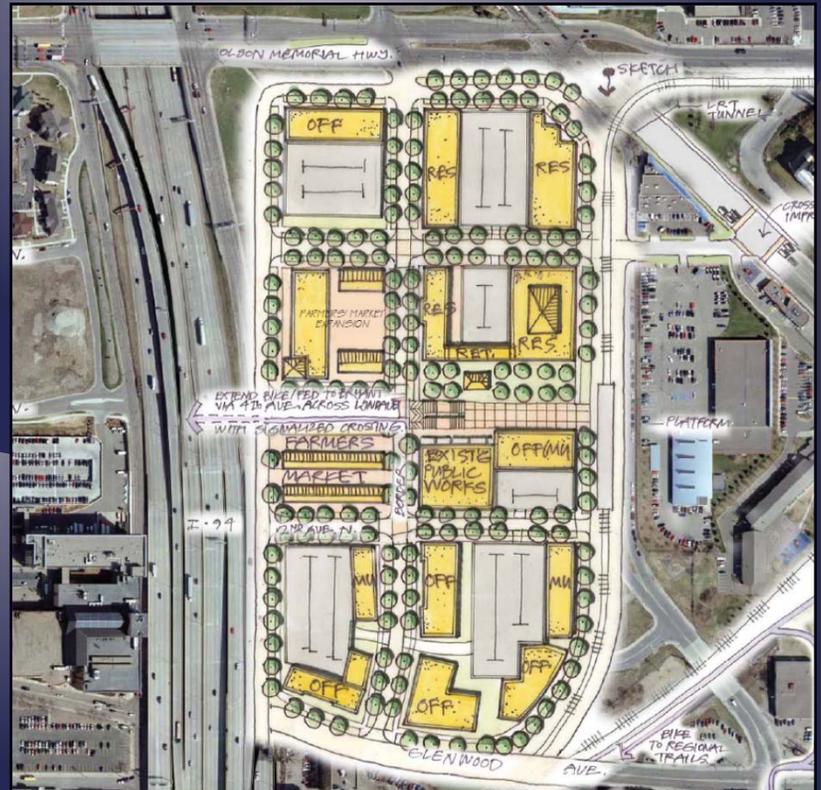
- Stormwater policies must be followed
- A tunnel will not work at 7<sup>th</sup> Street due to the Interchange project. Other options must be considered
- Traction power substations and signal bungalows must be appropriately placed and mitigated
- Concerns about grade separating Cedar Lake Road



# CITY OF MINNEAPOLIS SW DEIS COMMENTS

## Royalston Station:

- Need to mitigate the potential closure of Holden Street
- Pedestrian connection to the Farmer's Market
- Truck access to local businesses needs to be maintained
- Further study is required to determine track alignment



# CITY OF MINNEAPOLIS SW DEIS COMMENTS

## Van White Station:

- Vertical circulation is required between station platform and bridge deck
- Connecting sidewalks are needed
- Police and fire access to station platform must be resolved



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## Penn Station:

- Vertical circulation is required between station platform and Penn Avenue;
- Connecting sidewalks are needed



# CITY OF MINNEAPOLIS SW DEIS COMMENTS

## 21<sup>st</sup> Street Station:

- Connecting sidewalks are needed
- Minimize tree loss



# CITY OF MINNEAPOLIS SW DEIS COMMENTS

## Lake Street Station:

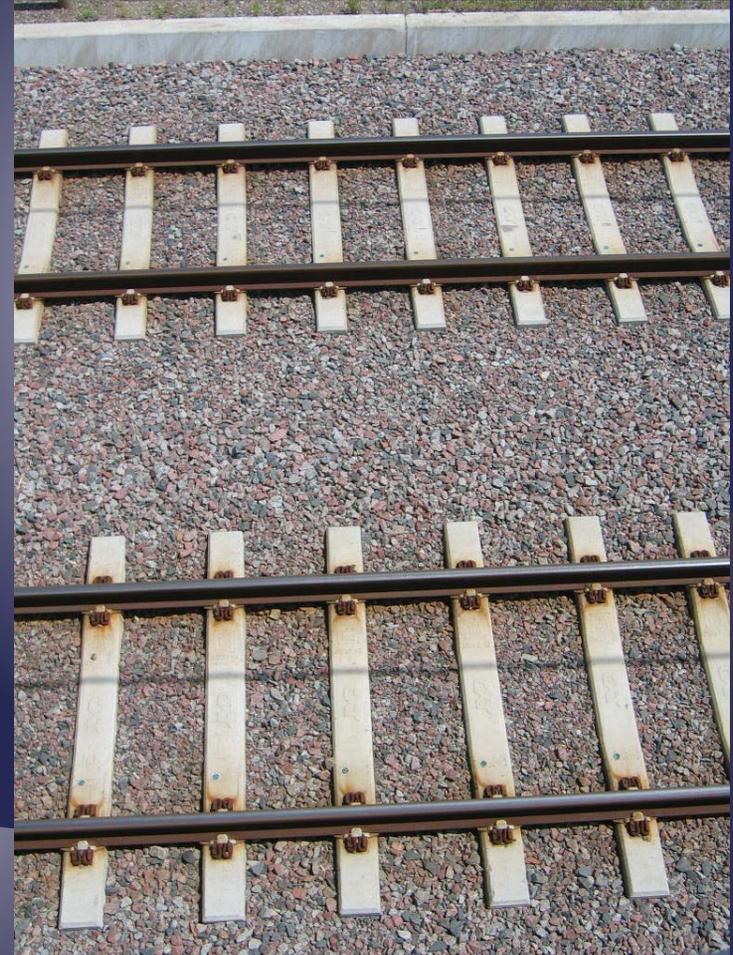
- Station placement must allow for a future streetcar to the Midtown Corridor
- Vertical circulation is required between the station platform and bridge deck
- Connecting sidewalks are needed



# CITY OF MINNEAPOLIS SW DEIS COMMENTS

## Required Mitigation:

- Mitigate Kenilworth Trail and Cedar Lake Trail impacts
- Mitigate noise and vibration
- Mitigate stormwater
- Mitigate impacted utilities
- Mitigate visual impact of traction power substations and signal bungalows



# CITY OF MINNEAPOLIS SW DEIS COMMENTS

## Required Mitigation:

- Mitigate the loss of Holden St
- Mitigate contaminated sites
- Mitigate loss of truck access to businesses
- Mitigate pedestrian impediments by providing sidewalks to stations and vertical circulation at stations
- The impacts of a 2nd Operations and Maintenance facility in Minneapolis cannot be mitigated
- The co-location option cannot be mitigated due to park loss

