
8.0 COMMENTS AND COORDINATION

8.1 SCOPING PROCESS

In conformance with the Environment Quality Board's (EQB) regulations pertaining to the preparation of an Environmental Impact Statement, the Hennepin County Regional Railroad Authority prepared an Environmental Assessment Worksheet (EAW) for the Hennepin County Stage I LRT System (August 1988). The document was distributed to all parties on the Environmental Quality Board EAW distribution list (Appendix). A public meeting was held on September 13, 1988, to receive comments on the document. The time and place of the meeting was announced in the EQB Monitor and local newspapers.

Written comments regarding the EAW were received from the following parties, and incorporated into the November 8, 1988, Scoping Decision Document.

- o Minneapolis Park and Recreation Board
- o Minnesota Department of Transportation
- o Metropolitan Council of the Twin Cities Area
- o Minneapolis Community Development Agency
- o City of Minneapolis
- o City of Brooklyn Park
- o Minnesota Department of Natural Resources
- o Minnesota Pollution Control Agency
- o Department of the Army
- o Regional Transit Board
- o United States Environmental Protection Agency

On November 8, 1988, the Hennepin County Regional Railroad Authority approved the Scoping Decision Document. The document was distributed to all parties on the EQB list. On November 28, 1988, an EIS Preparation Notice and summary of the November 8, 1988, Scoping Decision Document was published in the EQB Monitor.

Based on factors generated during discussions with various cities, communities and the IAC, and from information developed during the engineering and design study, amendments to the November 8, 1988, document were proposed. Section 3.1.2 outlines the specific factors which led to the amendments.

The proposed amendments to the November 8, 1988, Scoping Decision Document were announced in the EQB Monitor on January 23, 1989, and approved by the HCRRA on January 31, 1989. A summary of the amendments was published in the EQB Monitor on February 20, 1989.

8.2 PUBLIC HEARING

A formal public hearing regarding the Draft Environmental Impact Statement will be held following the publication and distribution of the Hennepin County LRT System DEIS. Public hearings have been scheduled for Tuesday, December 12, 1989, at 7:00 p.m. at Folwell Junior High; Thursday, December 14, 1989, at 7:00 p.m. in the Prudential Insurance Building; and Tuesday, December 19, 1989, at 2:00 p.m. in the Hennepin County Regional Railroad Authority Board Room. In accordance with state guidelines, notices will be published in the Minnesota Environmental Quality Board Monitor and local newspapers in the project area.

8.3 LETTERS OF CORRESPONDENCE

During the preparation of the DEIS, coordination with several parties regarding the Hennepin County LRT System occurred. The information provided served as a valuable tool to accurately assess the environmental impacts of the proposed LRT project. Letters received from the following parties are included in this section:

State Agencies

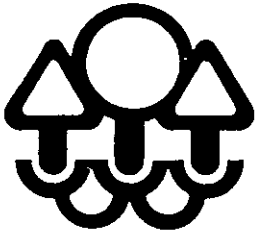
Minnesota Pollution Control Agency	5/31/89
Minnesota State Historical Society	4/5/89
Minnesota State Historical Society	11/15/89

Regional Agencies

Bassett Creek Water Management Commission	6/9/89
City of Minneapolis for the Middle Mississippi Watershed	8/30/89
Minnehaha Creek Watershed District	7/5/89
City of Bloomington for the Richfield-Bloomington Water Management Organization	6/28/89
Shingle Creek Watershed Management Commission	4/28/89

Other

Northern States Power Company	3/20/89
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Minnesota Pollution Control Agency

520 Lafayette Road, Saint Paul, Minnesota 55155

Telephone (612) 296-6300



May 31, 1989

Mr. Franklin J. Svoboda, CWB
BRW, Inc.
700 3rd Street S.
Thresher Square
Minneapolis, Minnesota 55415

Dear Mr. Svoboda:

RE: Hennepin County Light Rail System

This letter serves to respond to your request regarding hazardous waste sites in the vicinity of the Hennepin County Light Rail System in Brooklyn Park, Crystal, Robbinsdale, Golden Valley, St. Louis Park, Hopkins, Minneapolis and Bloomington, Minnesota. We understand that BRW, Inc. is requesting information regarding verified or potential hazardous waste sites at or near the above-referenced property.

Regarding your request, the Minnesota Pollution Control Agency (MPCA) staff is willing to advise you as to whether there is information in the following MPCA files which indicates that there has been a release or threatened release of a hazardous substance, pollutant, or contaminant at or near the above-referenced property.

The MPCA staff has conducted a limited file evaluation on the referenced property. The file evaluation included the review of the following:

- (1) EPA - National Priorities List (NPL);
- (2) EPA - Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS);
- (3) MPCA - Permanent List of Priorities (PLP);
- (4) MPCA - Regulatory Compliance, Hazardous Waste Enforcement Log;
- (5) MPCA - List of Permitted Solid Waste Facilities;
- (6) MPCA - Hazardous Waste Permit Unit Project Identification List;
- (7) MPCA - 1980 Metropolitan Area Waste Disposal Site Inventory; and
- (8) MPCA - 1980 Statewide Open Dump Inventory.

Mr. Franklin J. Svoboda
Page Two
May 31, 1989

Our file evaluation has revealed that the enclosed listing of sites are near the referenced property. (The number after each listing corresponds to the list it is on.)

The file evaluation also included a review of the Underground Storage Tank Information System data base, which contains information about underground storage, leaks, and spills of petroleum products and/or hazardous substances. It is managed and updated continuously by MPCA staff. No leaksites were listed in the 55445 and 55425 zip code areas. Enclosed are:

- o a list of leaking underground storage tanks reported within the 55428, 55429, 55422, 55411, 55405, 55416, 55426, 55343, 55414, 55454, 55455, 55404, 55407, 55406, 55417, 55450, 55111, 55415, 55401, 55402, 55408 and 55403 zip code areas; and
- o a list of hazardous substance and/or petroleum product spills that have been reported in Brooklyn Park, Crystal, Robbinsdale, Golden Valley, St. Louis Park, Hopkins, Minneapolis and Bloomington.

We suggest that you also contact the cities of Brooklyn Park, Crystal, Robbinsdale, Golden Valley, St. Louis Park, Hopkins, Minneapolis and Bloomington, or Hennepin County regarding the location of pipelines, underground storage tanks, and possible spills of petroleum products and/or hazardous substances which may have occurred in the area.

This letter does not constitute an assurance on the part of the MPCA or the state of Minnesota that the property in question is free of any hazardous substances, pollutants, contaminants, or other conditions which may adversely affect the public health, welfare or the environment.

Please be aware that the information provided in this letter is submitted pursuant to the Minnesota Data Practices Act, Minn. Stat. ch. 13 and is not intended to relieve from liability any persons who may otherwise be liable under any provision of state or federal law or regulation. Nor is this letter intended to relieve any persons from responsibility they may have to investigate property prior to becoming involved in a transaction relating to that property. Lastly, you should be aware that the absence of information on a particular parcel of property does not necessarily mean that there are no problems connected with this property.

Minn. Stat. § 115B.17, subd. 14 (1988) requires that a person requesting this assistance pay the MPCA's cost of providing the assistance. The charge for this file evaluation is \$192.50, which includes 5.5 hours spent by staff at a rate of \$35.00 per hour. A bill for this and any other assistance provided this month will be mailed to you at the end of the month.

Mr. Franklin J. Svoboda
Page Three
May 31, 1989

If you have any questions regarding this letter or if you would like to review our files, please contact Mary E. Buchen of my staff at (612) 297-1796.

Sincerely,

Mary E. Buchen for:

Ronald R. Swenson
Supervisor, Site Assessment Unit
Program Development Section
Ground Water and Solid Waste Division

RRS:kh

Enclosures

Sites found in the NW Corridor, (cities included are Brooklyn Park, Crystal, Robbinsdale, Golden Valley and Minneapolis):

- ° Joyners, Inc. - 7716 Lakeland Avenue North, Brooklyn Park (2, 7);
 - ° Former Greyhound Service Garage - 505 6th Avenue North, Minneapolis (2);
 - ° Robbinsdale Development Site - Area of Lakeland Avenue, 40th Street, 42nd Street and Hubbard Avenue, Robbinsdale (2, 3);
 - ° A&P Partnership (Walter B. Anderson) - 718 North Washington Avenue, Minneapolis (4);
 - ° Minneapolis Transfer Station - 729 North 5th Street, Minneapolis (5);
 - ° McLaughlin, Gormley King Co. - 8810 10th Avenue North, Minneapolis (6);
 - ° Kiefers, Robbinsdale Dump #1 - On the Great Northern Railroad near June Avenue and 36th Avenue North, Robbinsdale (7);
 - ° Kiefers, Robbinsdale Dump #2 - West side of Great Northern Railroad, near Culver Road and June Avenue, Robbinsdale (7); and
 - ° NSP Fly Ash - North side of 83rd Avenue, ¼ mile east of Highway 169, Brooklyn Park (7).
-

Sites found in the SW Corridor (cities included are St. Louis Park, Hopkins and Minneapolis):

- ° National Lead Industries/Taracorp/Golden Auto - 3645 Hampshire Avenue S. and 7003 W. Lake Street, St. Louis Park (1, 2, 3, 7);
 - ° Androc Products, Inc. - 7301 W. Lake Street, St. Louis Park (2);
 - ° Universal Circuits - 6324 W. Cambridge Street, St. Louis Park (2);
 - ° Control Data Corporation - Printed Circuits Division - 3965 Meadowbrook Road, St. Louis Park (3);
 - ° Chemical Marketing Corporation of America (Chemart) - 180 Humboldt, Minneapolis (6);
 - ° Honeywell Avionics - 1625 Zarthan Avenue N., St. Louis Park (6);
 - ° Honeywell, Inc. - Ordnance Division - 600 2nd Street NE, Hopkins (6);
 - ° NSP Service Center - 1518 Chestnut Avenue North, Minneapolis (6);
 - ° Warden Oil Company, Inc. - 187 Humboldt Avenue North, Minneapolis (6);
 - ° Polansky Dump - North of W. 32nd Street and Excelsior Blvd., Minneapolis (7);
 - ° Androc Hazardous Waste Site - Near Oxford Street and Meadowbrook Road, St. Louis Park (7); and
 - ° Merit Gage Oil Dump - 3954 Meadowbrook Road, St. Louis Park (7).
-

Sites found in the University Corridor, (City is Minneapolis):

- ° Gopher Oil Company-Delaware - 2500 Delaware Street SE, Minneapolis (2, 3);
 - ° Republic Creosoting Company - Commercial Avenue between 22nd Street and 25th Street, Minneapolis (2);
 - ° McLaughlin Gormley King Company - 1715 5th Street SE, Minneapolis (2, 3, 6);
 - ° University of Minnesota - Como Transfer Facility - 3001 Fairmont Avenue SE, Minneapolis (6);
 - ° Minnegasco Hazardous Waste Site - near 13th Avenue S. and I-35W (west river bank), Minneapolis (7);
 - ° McLaughlin Gormley King Pesticides - near 19th Avenue SE and 5th Street SE, Minneapolis (7); and
 - ° S.J. Groves & Sons Construction Slurry Pond - near 12th Avenue S. and 1st Street S., Minneapolis (7).
-

Sites found in the Hiawatha Corridor (cities include Minneapolis and Bloomington):

- ° Police Station - 3rd Precinct, E. Lake Street and Minnehaha Avenue, Minneapolis (2);
 - ° Hobart Corporation - 3232 E. 40th Street, Minneapolis (2);
 - ° Bloomington Tree Utilization & Disposal - 2215 W. Old Shakopee Road, Minneapolis (5);
 - ° Bureau of Mines - East of Minnehaha, vicinity of VA Hospital, approximately 5500 block, Bloomington (7); and
 - ° Cemetary Demolition - North end of Fort Snelling Cemetary, Bloomington (7).
-

Sites found in the Central Corridor (City is Minneapolis):

- ° Niehorster Warehouse - 2913 Harriet Avenue S., Minneapolis (2);
- ° Soo Line Marshalling Yards - Southwest of 26th Avenue S. and E. 26th Street, Minneapolis (2);
- ° Minneapolis Gas Manufacturing Site - South bank of Mississippi River and Cedar Avenue, Minneapolis (2);
- ° Chemical Marketing Corporation of America - 180 Humboldt Avenue N., Minneapolis (2);
- ° Minnegasco - South bank of Mississippi River under I-35 W, Minneapolis (2, 3);
- ° Bassett Creek (Irving Avenue Dump) - Irving Avenue, 2 blocks south of Glenwood, Minneapolis (2, 3);
- ° Former Greyhound Service Garage - 505 6th Avenue N., Minneapolis (2);
- ° Kenwood Railroad Yard - W. 25th Street and Thomas Avenue, Minneapolis (2);
- ° Minneapolis Community Development Agency/FMC - 13th Avenue S., between 1st Street S. and 2nd Street S., Minneapolis (3);
- ° A&P Partnership (Walter G. Anderson) - 718 N. Washington, Minneapolis (4);
- ° Minneapolis South Side Transfer Station - 20th Avenue S. and 29th Street, Minneapolis (5);
- ° Minneapolis Transfer Station - 729 N. 5th Street, Minneapolis (5);
- ° Abbott Northwestern Hospital - 800 E. 28th Street, Minneapolis (6); and
- ° Smith Foundry - Southeast of E. 28th Street and Cedar Avenue, Minneapolis (7);
- ° Bassett Creek Demolition Site - North side of Great Northern Railroad, near Kipper Ct. (approximately 1/3 mile long), Minneapolis (7);
- ° Midwest Barrel and Drum - Near 3rd Street N. and 6th Avenue N., Minneapolis (7);
- ° Unknown Source of Gasoline in the St. Peter Formation - near River Street and Hennepin Avenue, Minneapolis (7);
- ° G&K Stoddard Fluid - Near 9th Street and Nicollet Mall, Minneapolis (7);
- ° Rock Island Yard Fuel Oil Spill - Near 4th Street S. and 3rd Avenue S., Minneapolis (7);
- ° Abbott Hospital Fuel Oil Spill - Near E. 18th Street and Stevens Avenue, Minneapolis (7); and
- ° Mt. Sinai Hospital Fuel Oil Spill - 2215 Park Avenue, Minneapolis (7);
- ° S.J. Groves and Sons Construction, Slurry Pond - Near 12th Avenue S. and 1st Street S., Minneapolis (7).



FOUNDED IN 1849

MINNESOTA HISTORICAL SOCIETY

Fort Snelling History Center, St. Paul, MN 55111 • (612) 726-7

April 5, 1989

Mr. G. Joseph Hudak
BFW, Inc.
700 Third Street South
Minneapolis, Minnesota 55415

Dear Mr. Hudak:

Re: Hennepin County Stage I Light Rail Transit System
MHS Referral File Number: 88-2384

Thank you for providing this office with information regarding the above-referenced proposal. A project of this magnitude has the potential to have a profound effect on the character of the Twin Cities metropolitan area. Our comments address the project as described in a series of documents including, most recently, the 31 January document entitled Changes to the Hennepin County Stage I Light Rail Transit System Scoping Decision Document Dated November 8, 1988.

There are two kinds of effects that must be considered evaluating this system. The first are the direct effects of the proposed construction itself. The second are the effects on patterns of development in the area. The latter may be greater, and less easily foreseen, than the former. Our letter will concentrate on the direct effects of the system.

As a general principal, we anticipate that the effects on historic properties of constructing LRT corridors along existing rail and road rights-of-way to be negligible, absent the demolition of historically significant railroad buildings within the rights-of-ways. We also assume that the construction of tunnels will not affect any historic properties, except at the portals, where effects are possible.

The 8 November 1988 Scoping Decision Document lists a series of alternatives and options. Our comments are presented in the same order.

Hiawatha Corridor. Outside the limits of the CBD, this alignment generally follows existing rail right-of-way and the Trunk Highway 55 corridor. To the extent that it remains within those rights-of-way, the project will not affect listed historic properties. Railroad buildings in the railyards between Franklin and Lake have not been evaluated. Construction of Trunk Highway 55 in the vicinity of Minnehaha Park will result in adverse effects on several historic properties. Mitigating measures have been identified in a Memorandum of Agreement which will be implemented as the project is constructed. We do not anticipate additional effects from the LRT construction on historic properties based on

April 5, 1989
Mr. G. Joseph Hudak
MHS Referral File #88-2384
Light Rail Transit System
Page two

available information. South of the intersection with County Highway 62, the LRT corridor passes in the vicinity of the Fort Snelling Historic District, part of which is a National Historic Landmark. The precise alignment with regard to Fort Snelling is unclear. Construction of a subgrade corridor through the airport north of the passenger terminal could, depending on alignment, affect the archaeological remains of the U. S. Army Department of the Dakota buildings that were located along the south end of Taylor Avenue and were demolished for the present runway. The Fort Snelling National Cemetery is located just south of the airport and is historically significant. We assume that the LRT corridor will avoid this property. Beyond that point it does not appear that the corridor will affect historic properties.

Options A and B (as defined in the 31 January 1989 document). Neither appears to have the potential to affect historic properties.

University Connector (including options A and B). Effects of this alignment will be better understood following completion of the cultural resource survey currently under way for the second leg of the West River Parkway. This segment also is located within the newly designated Mississippi National River and Recreation Area, which will be administered through the National Park Service.

Northwest Corridor. Outside the limits of the CBD, and to the extent that this project follows the Olson Memorial Highway (TH 55) corridor and the Burlington Northern tracks, the project will not affect historic properties. The Sumner Field Project, and the Sumner Library, located just north of Olson Memorial Highway at Emerson are historically and architecturally significant.

Options A through C (as defined in the 31 January 1989 document). None appear to affect historic properties. Option D appears to be located within the Warehouse District. Effects are undetermined.

Southwest Corridor. Outside the CBD, and to the extent that it follows the county owned rail corridor and the 29th Street Soo Line right-of-way, this alignment will not affect historic properties.

Options B through D (as defined in the 31 January 1989 document). These options do not appear to affect historic properties. Option C. An at-grade line along Nicollet would appear to require substantial revisions for automobile traffic which could require relocation of traffic lanes.

April 5, 1989
Mr. G. Joseph Hudak
MHS Referral File #88-2384
Light Rail Transit System
Page three

Downtown

Option A. The tunnel will not affect historic properties. Portal locations should be evaluated after their locations are determined.

Option B. The tunnel will not affect historic properties. The eastern portal may be in the vicinity of the West River Parkway and the Mississippi National River and Recreation Area, and should be evaluated after the location is determined. The west portal is also not yet located.

Option C (as defined in the 31 January 1989 document). The north portal is located within the Saint Anthony Falls Historic District. Evaluation of effects requires better delineation of the portal configuration.

Also, the portal is located within the Mississippi National River And Recreation Area, as must part of the at-grade alignment.

Option D (as defined in the 31 January 1989 document). At-grade alignments will not affect historically significant properties, assuming, of course, that the alignments are restricted to the streets and railroad right-of-way.

All of our comments must be taken as preliminary because it is obvious that alignments are subject to change as planning continues.

The less easily anticipated effects of the LRT system include placement of park-and-ride lots, and the inevitable development of higher density uses in the vicinity of the stations. These should be addressed in the final design stage.

Sincerely,



Ted Lofstrom
Environmental Assessment Officer
State Historic Preservation Office

TL:dmb



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MINNESOTA HISTORICAL SOCIETY

Fort Snelling History Center, St. Paul, MN 55111 • (612) 726-1171

November 15, 1989

Mr. Ken Stevens
Hennepin County Regional Railroad Authority
A-2307 Government Center
Minneapolis, Minnesota 55487-0237

Dear Mr. Stevens:

Re: Central Area Alignment Alternatives for Hennepin County IRT System
Minneapolis, Hennepin County
MHS Referral File Number: 88-2384

This letter is in response to issues raised by staff at ERW regarding the possible effects of aspects of some IRT route alternatives near downtown Minneapolis on historically significant properties.

Construction of the North Portal will affect two buildings, the Wisconsin Central Freight Station (10 North Hennepin) and the Foster House (100 North First Street). Both of these buildings, and the at-grade alignments to the northeast along the river, are located within the Saint Anthony Falls Historic District, a property listed on the National Register of Historic Places. Both buildings are contributing properties within the District, and their demolition would clearly constitute an adverse effect under federal preservation regulations.

The Nicollet at-grade alternative includes the need to construct additional right-of-way along the Burlington Northern tracks through the Minneapolis Warehouse District. This would require modification at the crossing with Washington Avenue which could affect Bridge 6992. This bridge is located within the proposed Minneapolis Warehouse District and has been individually determined eligible for listing on the National Register. The feasibility of its rehabilitation is currently under study by the District 5 Office of the Minnesota Department of Transportation as part of the reconstruction of Washington Avenue. The effect of this IRT alignment on the bridge may depend on the outcome of the present MnDOT study.

Also of great concern is the effect of the alignment on the Colonial Warehouse. This building is listed in the city-designated Warehouse District and the proposed National Register Minneapolis Warehouse District. Its demolition is proposed to provide space for the necessary turning radius onto Second Street North. Again, demolition of this building would result in an adverse effect determination under federal preservation regulations.

Both the Colonial Warehouse and the buildings located at the North Portal are of such significance that careful attention should be devoted to their preservation. If either of these alternatives is selected, we strongly urge that you explore creative solutions that preserve the buildings.

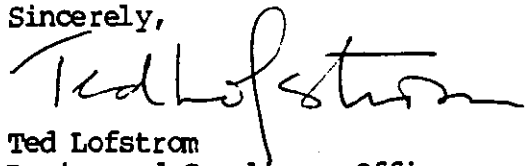
November 15, 1989
Ken Stevens
MHS Referral File #88-2384
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From the perspective of historic preservation, construction of IRT rail lines in the former rail yards along the Mississippi River is consistent with the historical use of this area, but may not be so compatible with the current use of the area as park land. IRT lines along existing streets are unlikely to have any effect on adjacent historic structures because the track, catenary and other facilities required for modern IRT are unobtrusive. Vibration and noise effects on adjacent buildings also appear to be negligible in modern IRT systems. However, removal of historic paving materials could adversely effect the appearance and setting of historic districts. The replacement of the stone paving and curbs along North First Street in the vicinity of the Itasca Building, for example, has distinctly diminished the historic setting. We urge the reuse of historic paving materials when constructing the IRT system within or adjacent to historic properties wherever possible, although we note that these decisions may depend on the city's street programs.

I strongly urge that you review these plans with the Minneapolis Heritage Preservation Commission. While both the State Historic Preservation Office and the Heritage Preservation Commission are responsible for the protection of significant historic properties, each has very different spheres of regulatory authority.

If you have questions regarding this matter, please contact me at the address and telephone number on the letterhead.

Sincerely,



Ted Lofstrom
Review and Compliance Officer
State Historic Preservation Office

TL:dmb

cc: Beth Bartz, Minneapolis Heritage Preservation Commission
210 Minneapolis City Hall, Minneapolis, Minnesota 55415

Joseph Hudak, ERW

BASSETT CREEK WATER MANAGEMENT COMMISSION

Curtis A. Pearson, Attorney
1100 1st National Bank Place West
Minneapolis, Minnesota 55402
(General Address)
Phone: 612/338-4200

Leonard Kremer, Engineer
Barr Engineering Company
7803 Glenroy Road
Edina, Minnesota 55435
Phone: 612/830-0555

- Crystal
- Golden Valley
- Medicine Lake
- Minneapolis
- Minnetonka
- New Hope
- Plymouth
- Robbinsdale
- St. Louis Park

JUN 12 1989

RECEIVED

June 9, 1989

Mr. Ken Stevens
Director, Light Rail Transit
Hennepin County Regional Railroad Authority
2307-A Hennepin County Government Center
300 South Sixth Street
Minneapolis, Minnesota 55407

Re: Hennepin County Light Rail Transit System

Dear Mr. Stevens:

The Bassett Creek Water Management Commission has received the request to comment on the floodplain management policies of the Commission as they relate to the proposed light rail transit system corridor.

Final location of the proposed line adjacent to Theodore Wirth Park may be subject to provisions of existing flowage easements held by the Commission. In addition to these easements, the policies of the Water Management Plan for Bassett Creek watershed do not permit filling in the floodplain where storage is critical without providing compensating storage. The following policies regarding floodplain regulation within the Bassett Creek watershed have been adopted:

1. The floodplain of Bassett Creek is defined as that area lying below the 100-year flood elevations as shown in the Water Management Plan of the Commission, or as subsequently revised due to channel improvement, storage site development, or requirements established by appropriate state or federal governmental agencies.
2. No land use of a type which would be damaged by flood waters is permitted within the floodplain.
3. Allowable types of land use which are consistent with the floodplain, such as recreation areas, parking lots, storage areas, agriculture, and other open space uses, would be allowed only to the extent that they would not increase flooding. Permanent storage piles, fences, and other obstructions which would collect debris or provide restriction to flood flows are not allowed.

4. Filling will generally not be allowed within that floodplain established in the Management Plan. If any municipality desires to fill within the established floodplain, such filling will require the approval of the Commission and require provisions for compensating storage and/or channel improvement so that the flood level shall not be increased at any point along the channel due to the fill.
5. Expansion of existing non-conforming land uses within the floodplain will be prohibited unless they are fully floodproofed in accordance with existing codes and regulations.

Operation of the facility must not adversely affect the existing water quality of Bassett Creek. In accordance with the Commission's water quality criteria:

"Proposals that would alter remaining protected water resources in the watershed, involve the discharge of industrial or other waste to any watercourse or storm sewer, require extensive land alteration, are directly tributary to the watercourses of the watershed, or may otherwise affect the existing water quality shall be submitted for Commission review" (Technical Appendix - Water Quality).

The Commission appreciates the opportunity to provide comment on the proposed alignment and will provide any additional information needed by the authority to select the final location relative to Commission's policies.

Sincerely,



Peter Enck, Chairman
Bassett Creek Water Management
Commission

JPH/sam

c: Curtis Pearson
Leonard Kremer
2327051/KS.WP

DEPARTMENT OF PUBLIC WORKS
203 CITY HALL
MINNEAPOLIS, MINNESOTA 55415

minneapolis

city of lakes

PERRY D. SMITH, P.E.
CITY ENGINEER - DIRECTOR OF PUBLIC WORKS

MARVIN A. HOSHAU, P.E.
DEPUTY CITY ENGINEER

RECEIVED

SEP 12 1989

August 30, 1989

J. M. GARBER DIRECTOR, ADMINISTRATION
J. F. HAYEK DIRECTOR, WATER WORKS
R. KANNANKUTTY DIRECTOR, ENGR'G DESIGN
M. J. KROENING DIRECTOR, GEN'L SERVICES
B. J. LOKKESMOE DIRECTOR, OPERATIONS
A. E. MADISON MANAGER, FINANCE
M. J. MONAHAN DIRECTOR, TRAFFIC ENGR'G
T. B. SADLER SUPERINTENDENT, EQUIPMENT
S. J. SKOKAN MANAGER, PUBLIC WORKS BILLING

Ken Stevens
Director Light Rail Transit
Hennepin County Regional Railroad Authority
2307-A Hennepin County Government Center
300 South 6th Street
Minneapolis, MN 55487

Re: Light Rail Transit System
Storm Drainage Impacts
Middle Mississippi Watershed

Dear Ken,

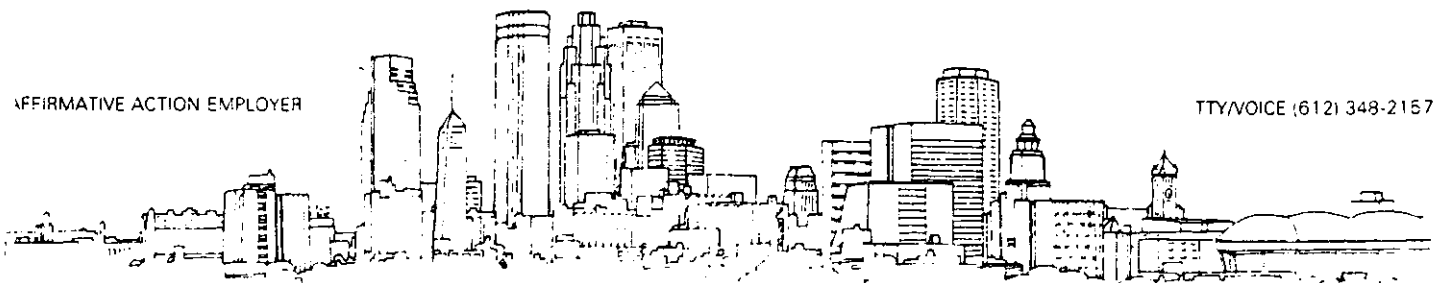
Almost all (93%) of the Middle Mississippi Watershed is within the Minneapolis City limits. It encompasses the entire downtown and surrounding area.

HISTORY

This area was built up and served by combined sewers. These combined sewers handled both storm and sanitary flows and emptied directly into the Mississippi River. The first sewer was built in 1870 and the last combined sewer was built in the late 1920's. Minneapolis has been separating its combined sewers since the 1930's by building new storm drains and tunnels. The old combined sewers serve as sanitary sewers and are picked up at the River by interceptor sewers (built in 1930's) and flow to Pig's Eye wastewater treatment plant.

AFFIRMATIVE ACTION EMPLOYER

TTY/VOICE (612) 348-2157



PRESENT

The City is now approximately 93% sewer separated and expects to complete separation by 1995. Most of the remaining separation is in the Middle Mississippi Watershed. LRT appears to be planning to use existing railroad right-of-way over much of the proposed route. Most drainage in and around the railroads property was originally built by the railroads and some of their records are not complete.

LRT PROPOSED ROUTES

Hiawatha Ave. - Hiawatha Ave. from Lake Street to the South should have adequate storm drains in the vicinity of the LRT route.

Hiawatha Ave. from 24th to Lake Street will have storm drainage after Phase 2 of Hiawatha Ave. is constructed.

E. 29th Corridor - From 14th Ave. to Hiawatha has adequate storm drainage.

29th St. from 14th to about Aldrich is served by railroad drains which drain into the City's system. This capacity may be marginal. 29th St. from Aldrich to the West City limits is in part of the City with poor storm drainage capacity and improvements may need to be made to the system.

Downtown Surface System - In general downtown Minneapolis' storm system would not be affected by LRT.

Downtown Tunnel Option - Minneapolis' storm tunnels were built in 1940 and are marginally adequate. Grade conflicts between our storm tunnels and LRT cannot be avoided and will be very expensive.

4th Ave North Corridor West to City Limits - Much of this area may need some sort of storm drainage improvement, it stretches across many smaller drainage areas that will need to be studied.

Olson Memorial Highway - This leg of LRT appears to have adequate storm drainage.

CONCLUSION

I do not feel that LRT will have much of an effect on our storm drain system. Land use does not change substantially and at present I know of no serious drainage problems are occurring along the railroad corridors, however, their storm systems are undersized and some improvements will have to be made. If the tunnel option is to be built some of our storm drain tunnel system may have to be relocated and probably upsized to ensure adequate drainage for LRT.

Sincerely,



Perry D. Damon P.E.
Middle Mississippi River WMO
Engineering Design
A-1800 Government Center
Minneapolis, MN 55487



MINNEHAHA CREEK WATERSHED DISTRICT

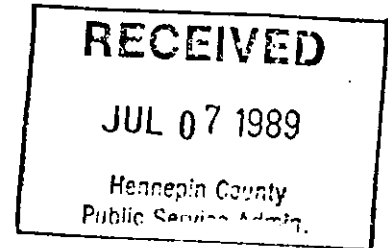
P.O. Box 387, Wayzata, Minnesota 55391

Board of Managers: James R. Spensley, Pres. • Albert L. Lehman • John E. Thomas
Richard R. Miller • Robert D. Erickson • C. Woodrow Love • Clarkson Lindley



JUL 14 1989
RECEIVED

July 5, 1989



Mr. Ken Stevens
Director of Light Rail Transit
Hennepin County Regional Railroad Authority
2307-A Hennepin County Government Center
300 South Sixth Street
Minneapolis, Minnesota 55407

RE: Hennepin County Light Rail Transit System

Dear Mr. Stevens:

This letter is the response to a request for comments for the Environmental Impact Statement for the light rail transit system proposed from downtown Minneapolis to Hopkins. It includes a branch along 29th Street to Highway 55, which it then follows to the Minneapolis St. Paul International Airport. The project will require permit review and approval by the Minnehaha Creek Watershed District Board of Managers. District rules, which may apply to all or parts of this project include: Rule B - Stormwater Management Plan for Individual Projects; Rule C - Floodplain Alteration; Rule D - Wetland Alteration; and Rule G - Stream and Lake Crossings.

Rule B stipulates that the rate of stormwater runoff from the site shall not increase as a result of the proposed development. This criteria shall be analyzed and met for runoff producing events with return frequencies of 1, 10 and 100 years. It also specifies that the quality of stormwater runoff leaving the site after development shall be equivalent to runoff quality for the existing conditions. This criteria shall be analyzed and met for runoff producing events with the return frequency of one year.

Rule C stipulates that floodplain filling shall not cause a net decrease in flood storage capacity below the projected 100-year flood elevation.

Rule D applies to the alteration of a Type III, IV and V wetlands. Alteration of wetlands shall not adversely affect the ability of the wetland to act as a filter for the surface waters of the District and shall not unduly restrict the capacity of the wetland.

Rule G is to insure the installation of a minimal impact solution to a specific need with respect to all other reasonable alternatives. Additional concerns include that a plan for erosion control be implemented to prevent the transport of sediments off site during and after construction and also that restoration of disturbed areas be completed promptly.

~~CC: Eric~~
Jeanne Witzig

Mr. Ken Stevens
Page Two
July 5, 1989

The construction of this transit system presents an opportunity to examine and perhaps improve existing drainage conditions along the line. Stormwater crossings could be improved to alleviate existing drainage problems and measures could also be taken to improve runoff water quality.

District Rules seek to reduce the severity and frequency of flooding and high water, to preserve floodplain and wetland storage capacity, to improve the chemical and physical quality of the surface water, to preserve the hydraulic capacity of waterbodies, and to minimize public expenditures to avoid or correct such problems in the future. Coordinated planning of this project could help to further these goals.

We appreciate the opportunity to offer these comments about the proposed project. Please contact me at 473-4224 if you require any additional information.

Sincerely,

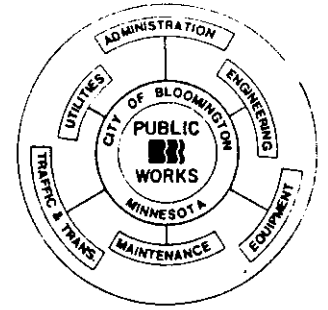
JAMES M. MONTGOMERY, CONSULTING ENGINEERS
Engineers for the District



Ronald S. Quanbeck, P.E.

bt

cc: Board
L. Smith



June 28, 1989

JUL 08 1989
RECEIVED

John C. Bertelsen, P.E.
BRW Inc.
Thresher Square
700 Third Street South
Minneapolis, MN 55415

Re: Hennepin County Light Rail Transit System Overview

Dear Mr. Bertelsen:

The Richfield-Bloomington Water Management organization appreciates the opportunity you have provided us to comment on the conceptual plans prepared to date for the Hennepin County Light Rail Transit System that is proposed to go through the WMO boundaries. Due to the uncertain nature of the final alignment, elevations and/or depth, as well as construction techniques, it is not possible at this time to give any definitive response.

In general, however, the plans do not appear to have a significant impact on the storm water aspects. Care should be given to avoid any intrusions that would effect protected waters or the identified flood plains.

There are, however, some locations of potential impact for those routes identified as future. This is especially true of the section extending along Cedar Ave. through the Long Meadow Lake set of water bodies. Special care should be taken not to disturb or impact at that location.

Thank you again for the opportunity to make these comments. If you have any questions, please contact me.

Sincerely,

A handwritten signature in cursive script that reads 'Charles V. Honchell'.

Charles V. Honchell
Deputy Director of Public Works

CVH/mlw

SHINGLE CREEK WATERSHED MANAGEMENT COMMISSION

3030 Harbor Lane • Plymouth, MN 55441
(612) 553-1144

April 28, 1989

Mr. Ken Stevens, Director
Light Rail Transit
Hennepin Co. Regional Railroad Authority
2307-A Hennepin County Government Center
300 South Sixth Street
Minneapolis, Minnesota 55407

Re: Light Rail Transit System proposed through the Shingle Creek Watershed

Dear Mr. Stevens:

As I have been informed, the proposed LRT line would follow the alignment of the existing Burlington Northern Railroad tracks on the west side of County Road 81. It appears that two stormwater storage areas identified in the final draft of the Shingle Creek Watershed Management Plan may be impacted by this project. These two stormwater storage areas include a pond in Crystal located south of the Soo Line tracks between the Burlington Northern tracks and County Road 81 and DNR Protected Wetlands 560W, 562W and 563W located on the west side of County Road 81 in Brooklyn Park.

I am enclosing the following information to assist you in your planning efforts:

- Subwatershed Boundary Map
- Runoff Management Sector Map identifying storage areas that may be impacted by this project
- City of Crystal Storm Sewer Map showing storage area TL3-A
- Brooklyn Park City Map showing approximate limits of 100-year floodplain for DNR Protected Wetlands 560W, 562W and 563W
- Table 11, Stormwater Storage Available in Management Sectors

Please feel free to contact me at 473-4224 if you have any further questions.

Sincerely,

JMM/HICKOK, CONSULTING ENGINEERS
Engineers for the Commission

Dale Claridge

Dale Claridge, P.E.

bt



March 20, 1989

MAR 22 1989



Northern States Power Company

Minneapolis Division

Chestnut Service Center
1518 Chestnut Avenue North
Minneapolis, Minnesota 55403
Telephone (612) 330-5500

Mr. John C. Bertelsen, PE
BRW, Inc.
Thresher Square
700 - 3rd St. So.
Minneapolis, MN 55415

John:

Northern States Power Company is both willing and able to accept the Light Rail Transit System as a customer. The LRT System has some exciting possibilities for augmenting the transportation capabilities in Hennepin County and adjacent areas. It is a project that will benefit the public, and the environment.

We presently have facilities near the proposed LRT routes. When the locations for shop facilities, the tunnel option (if used) and traction power substation are firmly set, the actual sources and routes for electrical service to the LRT can be finalized. After the service points and construction requirements have been determined, we can assess what facilities need to be moved or augmented to supply service to the specific LRT locations. At that time the charges, if any, for facilities relocation or addition to meet redundancy requirements can be determined.

I am looking forward to working with you on this project. Please let me know if I can be of further assistance.

Sincerely,
NORTHERN STATES POWER COMPANY

Gary G Karn
Supervisor
Metro West-Planning

GGK/ss

cc: W F Laidlaw
Warren Birgel
G K Clark