

# The West End AUAR Update

## FINAL

(Update of Final AUAR Adopted April 9, 2007)

Prepared for:



In Cooperation with:



Prepared by:



ALTERNATIVE URBAN AREAWIDE REVIEW UPDATE

THE WEST END

FOR THE  
CITY OF ST. LOUIS PARK, MN

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## 1.0 INTRODUCTION

The West End study area consists of 48.6 acres located at the southwest corner of I-394 and Trunk Highway 100 in St. Louis Park, MN, with eastern portions of the site in Golden Valley, MN (see Figures 1 and 2).

The City of St. Louis Park adopted The West End Final AUAR in March 2007. Since that time, some development within the study area has occurred. Pursuant to Minnesota Rules 4410.3610 Subp. 7, an AUAR and plan for mitigation must be revised every five years until all development in the study area has received final approval. Since the study area has not been fully developed, the purpose of this document is to update The West End AUAR pursuant to Minnesota Rules.

The 2007 AUAR included an analysis of five development scenarios as follows:

- Scenario 1 – 1,750,000 SF of redevelopment
- Scenario 2 – Maximum Build Scenario – 3,085,00 SF of redevelopment
- Scenario 3 – Minimum Build Scenario – 1,530,000 SF of redevelopment
- Scenario 4 – 1,700,00 SF of redevelopment
- Scenario 5 – Comprehensive Plan Scenario – 2,000,000 SF of redevelopment

The 2007 adopted AUAR is available on the City's website at [www.stlouispark.org](http://www.stlouispark.org). This report is intended to serve as an update of the 2007 AUAR and includes a report on development to date, disclosure of updated development scenarios, an update to the environmental analysis as necessary, and a review of mitigation measures.

## 2.0 EXISTING CONDITIONS

Scenario 1 as evaluated in the 2007 AUAR most closely resembles actual plans for the site, and has been consistently used as a comparison for reviewing development proposals. The 2007 AUAR Scenario 1 includes:

- 1.0 million SF of office space
- 400,000 SF of retail space (this number also includes restaurant and entertainment uses)
- 250 condo units

Since 2007, some of the planned development types have changed slightly. Most notably, planned condos were replaced with 119 apartment units known as The Flats at West End. Current development of the site includes:

- 198,061 SF of retail, including grocery
- 88,336 SF of restaurant (full service and fast food)
- 59,500 SF of movie theater
- 35,396 SF of 2<sup>nd</sup> story office
- 119 apartment units

The current Chili's and Olive Garden sites may be removed to accommodate redevelopment. No office towers have been constructed to date. These development conditions were incorporated into the analyses completed for this AUAR Update.

In addition, a significant industrial facility has been removed from the city's system since the 2007 AUAR was completed. The Novartis/Nestle facility is located outside of the AUAR boundary and was removed from the city's system in April 2013. This facility used approximately eight percent of the city's water capacity, so its removal reduces existing demand on the system. This adjustment was made to the baseline condition for purposes of this update.

### **3.0 UPDATED SCENARIOS**

This AUAR Update includes two additional scenarios as outlined by the developer, which change the amount of residential use previously proposed for the site:

Revised Scenario 1A:

- Existing conditions
- Replace Chilis and Olive Garden sites with residential use (334 apartment units)
- 1.1 million SF of office space

Revised Scenario 1B:

- Existing conditions
- Replace Chilis and Olive Garden sites with residential use (334 apartment units)
- 1.1 million SF of office space
- Add 250 more apartment units

The new scenarios are evaluated in comparison to the 2007 AUAR, specifically Scenario 1, which most closely represents the actual plans for the site.

### **4.0 IMPACT ANALYSIS**

Impact analysis of revised Scenarios 1A and 1B focuses on sanitary sewer, water use, and traffic. These were the issues which approached established thresholds or required specific mitigation measures as noted in the 2007 Final AUAR. For other issue areas, the analysis that was completed in 2007 remains valid. The issue areas expected to have no anticipated change in impact or mitigation measures are listed in Section 4.1 below. Areas requiring updated analysis are captured in Section 4.2.

#### **4.1 AREAS OF NO ANTICIPATED CHANGE**

No changes are anticipated for the following areas within the 2007 AUAR.

- Land Use
- Cover Types
- Fish, Wildlife, and Ecologically Sensitive Areas
- Physical Impacts on Water Resources
- Water-Related Land Use Management District
- Water Surface Use
- Erosion and Sedimentation
- Water Quality: Surface Water Runoff
- Water Quality: Wastewaters
- Geological Hazards and Soil Conditions

- Solid Wastes, Hazardous Wastes, Storage Tanks
- Vehicle-Related Air Emissions
- Stationary Source Air Emissions
- Odors, Noise, and Dust
- Nearby Resources (Cultural Resources, Farmlands, Parks, Scenic Views)
- Visual Impacts
- Compatibility with Plans
- Cumulative Impacts
- Other Potential Environmental Impacts

## 4.2 AREAS REQUIRING UPDATED ANALYSIS

### 4.2.1 Sanitary Sewer

Sanitary sewer use is not anticipated to be a limiting factor to development under either scenario. With the removal of the Novartis/Nestle facility, the baseline condition has been adjusted and sanitary use generated by the full buildout of the development falls (Scenario 1B) beneath the thresholds identified in the AUAR, and within the available capacity of the current MCES interceptor (7.4 millions of gallons per day [MGD]). See Table 1. Metropolitan Council is also in the process of designing improvements to the current sanitary sewer system that are anticipated to increase system capacity by 5 MGD. Construction is anticipated to be complete by December of 2014.

**Table 1. Net Sanitary Peak Flow**

	<b>AUAR Scenario 1*</b>	<b>Revised Scenario 1A**</b>	<b>Revised Scenario 1B**</b>
Existing Average Daily Flow (MGD)	2.6	2.6	2.6
Average Daily Flow Increase (MGD)***	0.269	0.393	0.462
Average Daily Flow Decrease (MGD)	0.044	0.506	0.506
Net Average Daily Flow Adjustment (MGD)	0.225	-0.113	-0.044
Total Average Daily Flow (Existing + Net Flow Adjustment) (MGD)	2.825	2.487	2.556
Peak Hourly Flow (2.7 Peak Factor) (MGD)	7.628	6.715	6.901
Peak Hourly Flow (2.37 Peak Factor) (MGD)	6.695	5.894	6.058
*Decrease includes the Demolition of Existing buildings from 2007 AUAR.		*** Increase is adjusted based on future demolition of Chili's and Olive Garden	
**Decrease Includes the Demolition of Existing buildings from 2007 AUAR and the closing of the Nestle factory. Nestle flow decrease estimated to be 95% of Nestle Water Use information provided by the City, to account for Irrigation and Infiltration.			

## 4.3 WATER USE

Water use will remain a limiting factor for both Scenario 1A and Scenario 1B. At slightly over 90 and 92 percent use of the system, respectively, both scenarios are less than what was identified in the original AUAR. However, as stated in the original AUAR, it is the city's desire to remain under a 90 percent threshold. To remain within 90 percent capacity, additional mitigation measures or adjustments would be necessary under either scenario.

**Table 2. Water Use Summary**

	<b>AUAR Scenario 1</b>	<b>Revised Scenario 1A*</b>	<b>Revised Scenario 1B*</b>
Total Firm System Capacity (MGD)	13.32	13.32	13.32
City Firm Peak Usage (MGD)	11.880	10.920	10.920
Capacity Available (MGD)	1.436	2.400	2.400
Proposed Project Usage (MGD)	0.638	1.114	1.310
Total City Usage (MGD)	12.518	12.034	12.230
Capacity Available (post-construction) (MGD)	0.802	1.286	1.090
Percent Total System Utilitized	93.98%	90.35%	91.82%
*City Peak Usage Adjusted for removal of Nestle Factory			

#### 4.4 TRAFFIC

Traffic would not be a limiting factor under Scenarios 1A or 1B as reflected in the following tables, although under Scenario 1B, trips are very close to the AUAR thresholds for the AM peak. No additional mitigation measures or adjustments are anticipated, but traffic should be monitored if full buildout under Scenario 1B occurs.

**Table 3. Traffic Summary – Scenario 1A**

Land Use	Size		Daily Trips	AM Peak Hour		PM Peak Hour	
				In	Out	In	Out
Office	1,100,000	square feet	8,310	1169	159	224	1094
Retail/Restaurant	346,674	square feet	14,863	218	139	624	676
Apartments	454	Units	3,019	45	182	176	95
Trip Generation Subtotal			26,192	1,432	480	1,024	1,865
Multi-Use Reduction (-10%)			-2,619	-143	-48	-102	-187
<b>TOTAL</b>			<b>23,573</b>	<b>1,289</b>	<b>432</b>	<b>922</b>	<b>1,678</b>
Percent Increase			-1%	9%	22%	2%	3%
<b>2007 AUAR Trip Generation Limits</b>				<b>1,320</b>	<b>528</b>	<b>1,167</b>	<b>1,883</b>

<sup>1</sup> Trip generation calculations as documented in the West End AUAR, based on *ITE Trip Generation, 7<sup>th</sup> Edition (2003)*.

<sup>2</sup> Trip generation calculations based on the most recent version of *ITE Trip Generation, 9<sup>th</sup> Edition (2012)*.

**Table 4. Traffic Summary – Scenario 1B**

Land Use	Size		Daily Trips	AM Peak Hour		PM Peak Hour	
				In	Out	In	Out
Office	1,100,000	square feet	8,310	1169	159	224	1094
Retail	346,674	square feet	14,863	218	139	624	676
Apartments	454	Units	3,019	45	182	176	95
Added Apartments	250	Units	1,663	25	100	97	52
Trip Generation Subtotal			27,855	1,457	580	1,121	1,917
Multi-Use Reduction (-10%)			-2,785	-146	-58	-112	-192
<b>TOTAL</b>			<b>25,070</b>	<b>1,311</b>	<b>522</b>	<b>1,009</b>	<b>1,725</b>
Percent Increase			5%	11%	48%	11%	6%
<b>2007 AUAR Trip Generation Limits</b>				<b>1,320</b>	<b>528</b>	<b>1,167</b>	<b>1,883</b>

<sup>1</sup> Trip generation calculations as documented in the West End AUAR, based on *ITE Trip Generation, 7<sup>th</sup> Edition (2003)*.

<sup>2</sup> Trip generation calculations based on the most recent version of *ITE Trip Generation, 9<sup>th</sup> Edition (2012)*.

#### 4.5 SUMMARY

The West End development will exceed the original AUAR estimates for sewage flow and water demand, however with the removal of the Novartis/Nestle facility, the existing infrastructure is capable of supporting the increased sanitary sewer demand created by the development under both Scenarios 1A and 1B.

Water use is anticipated to be under the 2007 AUAR thresholds for both Scenarios 1A and 1B. However, both scenarios are above the city's preferred 90 percent total system use. Additional mitigation measures or adjustments may be required.

Traffic generated by both Scenarios 1A and 1B can be accommodated within the limits established in the original AUAR; however Scenario 1B is very close to reaching thresholds in the AM peak. No additional mitigation measures or adjustments are anticipated at this time, but traffic should be monitored if full buildout under Scenario 1B is implemented.

## 5.0 MITIGATION SUMMARY AND UPDATE

Based on this AUAR Update, the West End has developed generally as anticipated under Scenario 1 in the 2007 AUAR. Mitigation measures outlined in the 2007 AUAR remain valid or have been completed, or may no longer apply. The mitigation measures are outlined below, including a progress update. As a result of the analysis update, no additional mitigation measures are proposed over those identified in the 2007 AUAR.

### 5.1 REDEVELOPMENT PHASING

5.1.1 The developer will not incorporate condominiums into the proposed redevelopment at this time. If in the future condominiums are desired on the site, a re-evaluation of impacts will need to occur. **No longer applies. Apartments have been built instead of condominiums on the site.**

5.1.2 Development will be phased to allow for incremental monitoring of utility usage. Timing of all phases will be market dependent, but the following is an estimated schedule:

- Phase 1 – all retail development on western half of site (Summer 2007 – Winter 2008-2009) **Completed**
- Phase 2 – one office building and hotel on eastern half of site (Summer 2007 – Fall 2008) **Incomplete; office building has not been built and apartments built instead of hotel**
- Phase 3 – remaining office buildings (market dependent) **Incomplete**

### 5.2 WATER USE

The City's goal is that total water usage not exceed 90 percent of the City's existing capacity. The 90 percent threshold is a concern only during periods of extreme summer peak water usage (1 to 5 week period). To manage water usage, the following strategies will be implemented:

5.2.1 Site users will abide by the City's restrictions on lawn sprinkling, including no watering between noon and 6:00 P.M., and adhering to the odd/even schedule (properties with odd numbered addresses sprinkle on odd numbered days, and properties with even numbered addresses sprinkle on even numbered days). Additional use restrictions can also be implemented in accordance with the City's Water Supply and Conservation Plan. **Remains valid**

5.2.2 Developer will follow State requirements for use of standard low-flow fixtures. **Remains valid**

5.2.3 The City will monitor water use via meter readings after Phases 1 and 2 of the redevelopment are complete (retail and one office building, respectively). Water use calculations will be re-evaluated at this time. **Complete for Phase 1. Phase 2 now considered to be apartment development. Remains valid.**

5.2.4 If water use exceeds expectations, and/or future phases are anticipated to exceed 90 percent total system capacity, the City and the developer will cooperate to explore both city-wide and project-specific measures to increase capacity and minimize peak water consumption. Methods could include reclamation of stormwater for irrigation purposes. **Remains valid**

5.2.5 The City will explore the possibility of adding a treatment plant to Well #6, which is currently inactive. This project is not currently identified in the City's Capital Improvement Plan, however it could

add 1.5 million gallons per day (MGD) to the existing system capacity. This or other strategies will be evaluated for providing additional water capacity. A target implementation date has not been identified. If the need is shown, the timing of this project may be accelerated in the Capital Improvement Plan.

**Remains valid**

With regards to the existing monitoring well located near the study area, the developer will:

5.2.6 Coordinate with the MPCA to regarding procedure for sealing this well, if deemed necessary. If well replacement is required, the location of the new well will be determined in coordination with the MPCA. **Completed**

Dewatering during construction will require:

5.2.7 The developers will obtain a Groundwater Appropriation Permit as required if dewatering will exceed 10,000 gallons per day. **Remains valid**

5.2.8 All water pumped during construction dewatering activities will be discharged in compliance with the City, watershed and MDNR requirements and the NPDES permit. No discharge water will be directed to surface waters without prior retention in a temporary settling basin. **Remains valid**

5.2.9 The City and the developer will follow current water appropriation permit review and approval processes as reflective of the Master Water Supply Plan (Master Plan) for the Twin Cities metro area, as jointly adopted by the Metropolitan Council and the Minnesota Department of Natural Resources. **New measure added at request of Metropolitan Council**

### 5.3 EROSION AND SEDIMENTATION

5.3.1 Project proposers are required to acquire NPDES General Stormwater Permit for Construction Activity from the MPCA prior to initiating earthwork for each phase of project. This permit requires that the MPCA's Best Management Practices (BMPs) be used to control erosion and that all erosion controls be inspected at least once every seven days and after each rainfall exceeding 0.5 inch of precipitation.

**Remains valid**

5.3.2 The City will require project proposers to meet the erosion and sediment control regulations in all applicable regulations, ordinances and rules of the City, MPCA, and Minnehaha Creek Watershed District (MCWD). **Remains valid**

5.3.3 The developer will carry out soil correction for the proposed buildings. Existing fill and buried organic soils must be subcut and removed to expose medium dense to dense non-organic granular soils, after which approved compacted backfill must be placed. Possible methods for project building foundations, as recommended in the *Preliminary Report of Geotechnical Exploration* (AET, Inc., September 2006) include:

- Carry out conventional soil correction, which will require dewatering, backfill with approved compacted granular soils and crushed rock, and support the buildings on conventional spread footing foundations. Additional borings and pressure meter testing would be required for this method. **Remains valid**
- Use rammed aggregate piers to improve the existing fill and naturally-occurring soils *in situ*, and support the buildings on conventional spread footing foundations. **Remains valid**

- Use driven pile foundations, with structural slabs for the lowest levels. **Remains valid**

#### 5.4 WATER QUALITY – SURFACE WATER RUNOFF

5.4.1 The City will require stormwater management systems to be developed in accordance with *Minnehaha Creek Watershed District Rules*, City ordinances and National Urban Runoff Program standards. **Remains valid**

5.4.2 The City will require project proposers to use techniques that reduce total phosphorus content of proposed runoff by 50 percent, per MCWD requirements. **Remains valid**

5.4.3 The developer will work with MCWD to determine acceptable BMPs and/or treatment systems to accommodate required phosphorous removal. **Remains valid**

5.4.4 The City recommends that project proposers use stormwater management techniques that encourage infiltration of stormwater runoff whenever possible, to maximize the infiltration potential of the AUAR Study Area. **Remains valid**

5.4.5 The project is located within the Drinking Water Supply Management Area for the City of St. Louis Park. Stormwater infiltration practices will be developed using Minnesota Department of Health guidance for vulnerable wellhead protection areas. **New measure added at the request of Minnesota Pollution Control Agency**

5.4.6 Implement provisions of the City's Erosion Control Ordinance that require the use, management and enforcement of BMPs to provide pretreatment of water discharged during and after construction. **Remains valid**

5.4.7 The City will require that the stormwater management system be designed to hold the 100-year event rate on-site and release it at the 10-year event rate, per City standards. **Remains valid**

#### 5.5 WATER QUALITY – WASTEWATER

The City will require that construction and operation of the sanitary system maintain existing City peak flow of 2.37 and no greater than 6.5 peak MGD at M-120 as required by Metropolitan Council Environmental Services (MCES). To accomplish this, the following strategies will be implemented:

5.5.1 The City and MCES will monitor flow readings at M-120 after construction of Phases 1 and 2 are complete (retail and one office building), and after a major rain event. **No longer applies – capacity no longer a limiting factor.**

5.5.2 Upon completion of Phase 2, flow projections will be re-evaluated based on post-Phase 2 monitoring. Sanitary flow calculations will be re-evaluated at this time. If sanitary flow into M-120 for full development is projected to exceed 6.5 peak MGD prior to planned MCES improvements to the interceptor, the City and developer will coordinate to design and construct appropriate temporary peak flow storage until the MCES interceptor is upgraded or other solutions are implemented. The specific obligations of the developer will be addressed in the Developer's Agreement for its project. **No longer applies – capacity no longer a limiting factor.**

5.5.3 The City will place priority on inflow and infiltration projects within the flowshed of this interceptor in the next 3 years. **Remains valid**

5.5.4 The City will coordinate with MCES to encourage construction and completion of the planned interceptor improvements by the end of 2010, as stated in an MCES letter to City of St. Louis Park dated December 13, 2006 (Appendix B). ***No longer applies; construction in progress and anticipated to be completed by December 2014.***

## 5.6 SOLID WASTES, HAZARDOUS WASTES, AND STORAGE TANKS

5.6.1 Efforts will be made by the developer to minimize pollution during construction by properly disposing of construction debris in accordance with federal, state and local regulations. ***Remains valid***

5.6.2 The developer will inspect, sample, and remove building materials prior to demolition, as required by state law. All asbestos-containing materials or lead-based paint will be disposed of according to state and federal regulations in an MPCA-licensed demolition landfill. ***Remains valid***

5.6.3 Any disturbance of lead-based paint will require compliance with the Occupational Safety and Health Administration (OSHA) Lead in Construction Standard. ***Remains valid***

5.6.4 Other solid waste materials found in the buildings may also require special disposal or recycling prior to demolition, such as fluorescent bulbs, furnace and other utility materials, motors, drinking fountains, electronic equipment, and electrical materials. The developer will handle and dispose of these materials in accordance with state and federal regulations. ***Remains valid***

5.6.5 The City will require that the demolition contractor consider, if applicable, a source separation and recycling plan for concrete, wood, and metal. ***Remains valid***

5.6.6 The developer will remove all tanks and associated underground piping in accordance with applicable state and federal laws. ***Remains valid***

5.6.7 Any party that may discover contaminated materials shall follow state law and report immediately to the state duty officer at 651-649-5451 or 800-422-0798. ***Remains valid***

## 5.7 TRAFFIC

The following list of mitigation strategies includes all of the transportation improvements recommended in the *Minneapolis West Redevelopment Traffic Analysis, Final Report*, prepared by SRF Consulting Group, Inc. in January 2007. Following approval of the 2007 AUAR, the City of St. Louis Park worked with the developer on the feasibility of, and phasing required for each mitigation strategy, and how each was linked to the proposed development phasing. Responsibility for constructing and funding of these strategies was determined between the City and developer, and was documented in the developer's agreement.

The following mitigation strategies were recommended to be completed prior to the completion of Phases 1 and 2 for all scenarios studied in the 2007 AUAR, with additional mitigation strategies recommended prior to Phase 3. Based on the current level of development, it can be assumed that Phase 1 and part of Phase 2 of development have been completed.

This list was reviewed by the City of St. Louis Park to document what mitigation measures have been completed, and which mitigation measures remain. The analysis completed for this AUAR Update did not identify any additional traffic mitigation measures.

**Phases 1 and 2 Recommended Improvements**Park Place Boulevard/I-394 North Ramp:

5.7.1 Install a westbound right-turn lane to provide a dual right-turn lane. In addition, modify the signal phasing to provide a right-turn overlap phase and optimize timing. **Remains valid**

Park Place Boulevard/I-394 South Ramp

5.7.2 Install a northbound right-turn lane to provide a single right-turn lane. **Completed**

Park Place Boulevard/Wayzata Boulevard:

5.7.3 Install a southbound left-turn lane to provide dual left-turn lanes. In addition, widen eastbound Wayzata Boulevard to accommodate the dual-left turn lane. **Completed**

Park Place Boulevard/West 16th Street:

5.7.4 Modify the westbound approach to provide dual left-turn lanes, one through lane and a right-turn lane. **Completed** In addition, modify the signal phasing to provide a right-turn overlap phase. **Completed**

5.7.5 Modify the eastbound shared through/left-turn lane to an exclusive left-turn lane to provide dual left-turn lanes. **Completed**

5.7.6 Modify the existing exclusive eastbound right-turn lane to provide a shared through/right-turn lane. **Completed**

5.7.7 Eliminate the current split phasing and optimize the signal timing. **Completed**

Quentin Avenue/Wayzata Boulevard:

5.7.8 Install a southbound right-turn lane. **Remains valid**

5.7.9 Install an eastbound right-turn lane. **Remains valid**

Quentin Avenue/Old Cedar Lake Road :

5.7.10 Install a northbound left-turn lane. **Completed**

5.7.11 Modify the current striping to provide a southbound right-turn lane. **Remains valid**

TH 100 East Frontage Road/Old Cedar Lake Road:

5.7.12 Modify and widen the westbound approach and re-stripe as two lanes. **Remains valid**

5.7.13 Widen the west end of the concrete island to create a 90-degree T-intersection. **Remains valid**

**Phase 3 Recommended Improvements**Park Place Boulevard/I-394 North Ramp:

5.7.14 Install a westbound right-turn lane to provide a dual right-turn lane. In addition, modify the signal phasing to provide a right-turn overlap phase. **Remains valid**

Park Place Boulevard/Wayzata Boulevard:

5.7.15 Install a westbound right-turn lane to provide dual right-turn lanes. **Completed** In addition, modify the signal phasing to provide a right-turn overlap phase and optimize timing. **Completed**

5.7.16 Install an additional northbound through lane beginning at north of Wayzata Boulevard and ending at the I-394 South Ramp. **Completed**

Park Place Boulevard/West 16th Street:

5.7.17 Extend the existing southbound left-turn lane to provide 300 feet of storage. **Completed**

5.7.18 Modify the existing northbound shared through/right-turn lane to a through lane only. **Completed**

5.7.19 Install a northbound right-turn lane. **Completed**

Park Place Boulevard/Gamble Drive:

5.7.20 Modify the existing westbound shared through/left-turn lane to an exclusive left-turn lane to provide dual left-turn lanes. **Completed**

5.7.21 Convert the existing westbound right-turn lane to a through lane and install an exclusive right-turn lane on this approach. **Completed** In addition, modify the signal phasing to provide a right-turn overlap phase. **Completed**

5.7.22 Eliminate the current split phasing and optimize the signal timing. **Completed**

Based on the trip generation estimates, Scenarios 2 and 4 were the most intensive redevelopment scenarios. In addition to the improvements listed above, the following improvements are also recommended to maintain acceptable operations at all key intersections for future year 2010 build conditions under Scenarios 2 and 4.

- Park Place Boulevard/Wayzata Boulevard – Install an additional northbound through lane beginning at West 16<sup>th</sup> Street, connecting to the through lane recommended at Wayzata Boulevard. **Completed as a shared northbound through/right turn lane from the north side of 16<sup>th</sup> Street to Wayzata Boulevard**
- Park Place Boulevard/Wayzata Boulevard – Install an exclusive northbound right-turn lane. **Remains valid**

Even with all of the proposed improvements, it was determined in the original AUAR that the intersection of Park Place Boulevard/West 16<sup>th</sup> Street, would continue to operate at a poor level of service under the maximum build scenario (Scenario 2). Therefore, it was determined that the adjacent roadway network cannot support the full build (100 percent) of Scenario 2. A sensitivity analysis was conducted and it was concluded that with the improvements identified, the adjacent roadway systems could accommodate 90 percent of the development assumed for Scenario 2, or 90 percent of the estimated peak hour trips under this scenario. Therefore, the final site plan cannot generate traffic that exceeds the following thresholds:

- 1,320 inbound trips and 528 outbound trips in the A.M. peak hour
- 1,167 inbound and 1,883 outbound trips in the P.M. peak hour

The AUAR Update traffic analysis was compared to these thresholds.

### TRAFFIC MANAGEMENT MEASURES

The cities of St. Louis Park and Golden Valley have established a joint task force, which reviews Travel Demand Management (TDM) Plans for development in the established I-394 overlay zoning district. The AUAR study area lies completely within Zone A of this overlay district (City of St. Louis Park Code, Article IV, Sections 36-321 through 36-330).

All developments proposed within the area covered by this overlay district which contain more than 0.6 square foot of gross floor area per each square foot of land area within a lot or parcel shall obtain a conditional use permit which conforms to the terms of this division. The conditional use permit shall contain measures to reduce travel demand within the district, including the following conditions:

- A TDM Plan initially shall be prepared when the traffic generated for one hour during the P.M. peak hour three out of five consecutive business days reaches LOS E at more than half of the intersections (I-394 ramps and frontage road intersections) of the Xenia/Park Place interchange. **Remains valid**
- Each development shall monitor the traffic generated by it (the locations and times to be determined by the joint task force) **Remains valid**
- The TDM plans prepared by the owners may require the use of rideshare incentive programs, public transit incentives, bicycle and pedestrian incentive measures, variable work hours or flex-time programs under which employees are required to stagger their work hours, measures to reduce reliance on single-occupancy vehicles, shared parking and the like. **Remains valid**

Based on these criteria and the traffic analysis that was completed for the AUAR study area, a TDM plan was not required for this area under city code. However, the City of St. Louis Park elected to require the development of a TDM plan for this study area, which may reduce the number of traffic improvements that may be required and could also reduce the on-site parking requirements. The TDM plan was required with the Developer Agreement.

A TDM plan for the West End was completed in 2008. The measures listed below are intended to encourage residents, employees and visitors of The West End to use alternative modes of transportation instead of driving alone. The implementation of such measures is/will be facilitated by the developer or current building owner(s).

- (1) Ridesharing incentive programs
  - Provide information on all of the transportation alternatives, such as: bus-route maps, carpooling, and other information at on-site key locations. Information may be provided to new employees/residents in orientation or welcome packets. **Remains valid**
  - Conduct an annual transportation alternatives awareness campaign which will include information on all transportation alternatives. **Remains valid**
- (2) Public transit incentive programs

- Promote transit through information dissemination. **Remains valid**
  - Provide discount bus passes, such as Metro Pass, to provide incentives for transit use. **Remains valid**
- (3) Improvements in public transit
- Work with Metro Transit to reroute bus service to serve the study area directly, especially the office buildings. **Remains valid**
  - Promote transit use through the provision of transit stops, bus shelters, and bus layover areas within the study area. **Remains valid**
- (4) Bicycle and pedestrian incentive measures
- Promote bicycling and walking through information dissemination and the provision of bicycle storage facilities (i.e. bike racks and/or bike lockers), with nearby shower facilities for employees biking or walking to work. **Remains valid**
- (5) Variable work hours, or flex time
- Promote flexible schedules for employees **Remains valid**
  - Provide telecommuting information. All residential units will be provided with digital cable access, giving residents the option of subscribing to high speed internet access. **Remains valid**
- (6) Measures to reduce the reliance on single-occupancy vehicles:
- Promote car and vanpooling through information dissemination and with the assistance of Metro Commuter Services. Incentives such as preferential parking location for carpoolers may be offered as well. **Remains valid**
- (7) Provision of less parking area than that required under the provision of this chapter, shared parking arrangements, the incorporation of residential units **Remains valid**
- (8) Any other technique or combination of techniques capable of reducing the traffic and related impacts of the proposed use. **Remains valid**
- The plan should designate an individual to act as the traffic management program coordinator to disseminate materials and participate in training or informational sessions about traffic-management programs. **Remains valid**
  - Work with delivery vehicles to access the site during off-peak traffic periods. **Remains valid**

## 5.8 VISUAL IMPACTS

5.8.1 Developer will design lighting to minimize impact on surrounding land uses, and a lighting plan will be developed to comply with City requirements. **Remains valid**

5.8.2 Developer shall consider the effect of sun angles and shade patterns on other buildings, per City requirements. **Remains valid**

5.8.3 City will review lighting impacts on surrounding neighborhoods during the Planned Unit Development (PUD) process. **Remains valid**

5.8.4 Developer will fully screen all cooling towers in accordance with City requirements. **Remains valid**

## 5.9 COMPATIBILITY WITH PLANS

5.9.1 Developer will request re-zoning with the City of Golden Valley to ensure that proposed land uses are consistent with current zoning. **Completed**

5.9.2 The proposer will work with the City of St. Louis Park to create a site plan which incorporates all City Code requirements. **Remains valid**

## 5.10 GENERAL IMPLEMENTATION TOOLS:

5.10.1 The proposed development will require an amendment to the City's current Zoning Ordinance and other City Code and permit requirements. **Completed**

5.10.2 Approval of plans through the City's development process, together with the necessary development agreements, which include specific requirements. **Remains valid**

5.10.3 Enforcement of the permitting requirements of all applicable local, state, and federal agencies. **Remains valid**

5.10.4 Update the AUAR if the following conditions or assumptions change in accordance with MN Rules 4410.3610, subp. 3:

- Five years have passed since the RGU adopted the original environmental analysis document and plan for mitigation or the latest revision. This item does not apply if all development within the area has been given final approval by the RGU. **Remains valid**
- A comprehensive plan amendment is proposed that would allow an increase in development over the levels assumed in the environmental analysis document. **Remains valid**
- Total development within the area would exceed the maximum levels assumed in the environmental analysis document. **Remains valid**
- A substantial change is proposed in public facilities intended to service development in the area that may result in increased adverse impacts on the environment. **Remains valid**
- Development or construction of public facilities will occur on a schedule other than that assumed in the environmental analysis document or plan for mitigation so as to substantially increase the likelihood or magnitude of potential adverse environmental impacts or to substantially postpone the implementation of identified mitigation measures. **Remains valid**
- New information demonstrates that important assumptions or background conditions used in the analysis presented in the environmental analysis document are substantially in error and that environmental impacts have consequently been substantially underestimated. **Remains valid**
- The RGU determines that other substantial changes have occurred that may affect the potential for, or magnitude of, adverse environmental impacts. **Remains valid**

## 6.0 AUAR UPDATE REVIEW

Pursuant to Minnesota Rules 4410.3610 Subp. 7, this AUAR Update is available for a comment period of 10 business days. Once the comment period is over and if no objections are filed by state agencies or

the Metropolitan Council, the City of St. Louis Park will adopt the AUAR Update. The West End AUAR will remain valid for an additional five years from the adoption date.

# Appendix A. Comments and Responses



## Minnesota Department of Transportation

### Metropolitan District

Waters Edge Building  
1500 County Road B2 West  
Roseville, MN 55113

September 30, 2013

Sean Walther  
Senior Planner  
City of Saint Louis Park  
5005 Minnetonka Boulevard  
Saint Louis Park, MN 55426

Subject: **West End AUAR Update**, MnDOT Review #AUAR13-007  
SW Quad of I-394 and TH 100  
City of Saint Louis Park / Hennepin County  
MnDOT Control Section # 2789

Dear Mr. Walther:

Thank you for the opportunity to review the West End AUAR Update. MnDOT has reviewed the update and has the following comments:

#### *Traffic:*

A | A CORSIM analysis was submitted to MnDOT in July of 2007. If available, MnDOT would like to see an updated CORSIM analysis showing updated geometry and current and 20-year projected traffic volumes. Please submit CORSIM files to Kevin Sommers ([kevin.sommers@state.mn.us](mailto:kevin.sommers@state.mn.us)).

A | A SYNCHRO analysis was also submitted to MnDOT in 2007. If available, MnDOT would like to see an updated analysis showing updated geometry and current and 20-year projected traffic volumes. Please submit SYNCHRO files with extension .sy7 and .st7 to Pat Otto ([pat.otto@state.mn.us](mailto:pat.otto@state.mn.us)).

B | The proposed improvement to install a northbound right-turn lane to provide a dual right-turn at the Park Place Boulevard/I-394 South Ramp (Mitigation 5.7.2) is not an option. In a memo dated March 7, 2007, MnDOT and SRF agreed to drop this as a potential mitigation strategy. The AUAR incorrectly states that this option has been completed. Because Mitigation 5.7.2 has been dropped it is recommended that Mitigation 5.7.3 also be dropped.

C | Mitigation 5.7.15 recommends installing an eastbound right-turn lane to provide a dual right-turn at the Park Place Boulevard/I-394 north ramp. The wording should be changed to westbound.

For questions concerning these comments, please contact Diane Colton (651-234-7817) in MnDOT Metro Districts Traffic Engineering Section.

#### *Design Layout Guidelines:*

D | As this plan progresses, any proposed changes to the I-394 ramps will require a MnDOT Level 1 Layout due to changes to the I-35W ramp. MnDOT recommends that the design work be completed by a consultant that is experienced working with MnDOT standards and has performed Trunk Highway design.

The following web sites provide layout design guidance and identify layout requirements:

- <http://www.dot.state.mn.us/design/geometric/index.html>
- On the right side of the above page under "Quick Links", the third bullet (HPDP Geometric Design Resources) directs you to the following page:  
<http://dotapp7.dot.state.mn.us/edms/download?docId=636152>

For questions concerning the Level 1 Layout process and timing, please contact Nancy Jacobson, MnDOT Metro Design Section at 651-234-7647

***Review Submittal Options:***

Mn/DOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

1. One (1) electronic pdf. version of the plans. Mn/DOT can accept the plans via e-mail at [metrodevreviews.dot@state.mn.us](mailto:metrodevreviews.dot@state.mn.us) provided that each separate e-mail is under 20 megabytes.
2. Three (3) sets of full size plans. Although submitting seven sets of full size plans will expedite the review process. Plans can be sent to:

Mn/DOT – Metro District Planning Section  
Development Reviews Coordinator  
1500 West County Road B-2  
Roseville, MN 55113

3. One (1) compact disk.
4. Plans can also be submitted to Mn/DOT's External FTP Site. Please send files to: <ftp://ftp2.dot.state.mn.us/pub/incoming/MetroWatersEdge/Planning> Internet Explorer doesn't work using ftp so please use an FTP Client or your Windows Explorer (My Computer). Also, please send a note to [metrodevreviews.dot@state.mn.us](mailto:metrodevreviews.dot@state.mn.us) indicating that the plans have been submitted on the FTP site.

If you have any questions concerning this review please feel free to contact me at (651) 234-7794.

Sincerely,



Tod Sherman  
Planning Supervisor

**Copy sent via E-Mail:**

Buck Craig, Permits

Nancy Jacobson, Design

Brian Kelly, Water Resources

Dale Matti, Right-of-Way

Ron Rauchle, Area Engineer

Chad Erickson, Traffic

Tony Fischer, Traffic

Diane Colton, Traffic

Kevin Sommers, Traffic

Pat Otto, Traffic

Russell Owen, Metropolitan Council

Sean Walther, St. Louis Park [swalther@stlouispark.org](mailto:swalther@stlouispark.org)

- A**     **Response:** Updated CORSIM and SYNCHRO analyses are not available at this time. As development progresses and more detailed traffic analyses may be needed, the City will keep MnDOT engaged in the process.
- B**     **Response:** These edits have been made, although this document still does reflect that a single right-turn lane at Park Place Boulevard/I-394 South Ramp was completed.
- C**     **Response:** Correct; this has been changed to westbound.
- D**     **Response:** Comment noted, thank you.



# Minnesota Pollution Control Agency

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September 26, 2013

Mr. Sean Walther  
Senior Planner  
City of St. Louis Park  
5005 Minnetonka Boulevard  
St. Louis Park, MN 55426

Re: The West End Development Draft Alternative Urban Areawide Review Update

Dear Mr. Walther:

Thank you for the opportunity to review and comment on the Draft Alternative Urban Areawide Review Update (Draft AUAR Update) for the West End Development project (Project) located in the city of St. Louis Park, Minnesota. The Project consists of a mixed use development. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility and other interests, the MPCA staff has the following comments for your consideration.

**Section 5.3 Erosion and Sedimentation**

A | Please note that the statement in Section 5.3.1 regarding the inspection requirements of erosion controls in the National Pollutant Discharge Elimination System/State Disposal System Construction Stormwater Permit (CSW Permit) is not correct. The CSW Permit requirements are that all erosion controls be inspected at least once every seven days and after each rainfall exceeding 0.5 inch of precipitation.

**Section 5.4 Water Quality – Surface Water Runoff**

The MPCA advocates the use of Low Impact Design (LID) practices to aid in the minimization of stormwater impacts. LID is a stormwater management approach and site-design technique that emphasizes water infiltration, values water as a resource, and promotes the use of natural systems to treat water runoff. Examples include:

- B |
- Special ditches, arranged in a series, that soak up more water
  - Vegetated filter strips at the edges of paved surfaces
  - Trees or swales between rows of cars
  - Residential or commercial rain gardens designed to capture and soak in stormwater
  - Porous pavers, concrete and asphalt for sidewalks and parking lots
  - Narrower streets
  - Rain barrels and cisterns
  - Green roofs

Mr. Sean Walther  
Page 2  
September 26, 2013

LID concepts may be found in the State of Minnesota Stormwater Manual dated November 2005 located on the MPCA website at: <http://www.pca.state.mn.us/water/stormwater/stormwater-manual.html>.

In addition, the MPCA LID webpage provides a description and examples of LID features such as permeable pavement, rain gardens, and green roofs. Links to other resources on LID are available as well. The website is located at: <http://www.pca.state.mn.us/water/stormwater/stormwater-lid.html>.

**Section 5.6 Solid Wastes, Hazardous Wastes, and Storage Tanks**

C Regarding Section 5.6.7, please note that if any type of contamination is discovered, not just petroleum, it must be reported immediately to the state duty officer at 651-649-5451 or 800-422-0798.

D We appreciate the opportunity to review this project. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this Draft AUAR Update, please contact me at 651-757-2508.

Sincerely,



Karen Kromar  
Planner Principal  
Environmental Review Unit  
Resource Management and Assistance Division

KK:bt

cc: Craig Affeldt, MPCA, St. Paul  
Doug Wetzstein, MPCA, St. Paul

- A**     **Response:** Updated permit requirements have been incorporated.
- B**     **Response:** The City and the developer have partnered with the watershed district to implement several unique stormwater management practices on the site, and will continue to do so in future phases of development.
- C**     **Response:** These revisions have been incorporated.
- D**     **Response:** Comment noted, thank you.



September 26, 2013

Sean Walther, AICP  
Senior Planner  
City of St. Louis Park  
5005 Minnetonka Boulevard  
St. Louis Park, MN 55426

**RE: City of St. Louis Park, West End, AUAR Update**  
Metropolitan Council Review File No. 19929-3  
Metropolitan Council District 5

Dear Mr. Walther:

The Metropolitan Council received the City of St. Louis Park's (City) Alternative Urban Area Review (AUAR) Update for the West End on September 13, 2013. The City of St. Louis Park adopted the Final AUAR for the Gateway Study Area in March 2007. Pursuant to Minnesota Rules 4410.3610 Subp. 7, an AUAR must be updated every five years in order to remain valid.

Council staff has conducted a review of this AUAR Update to determine its accuracy and completeness in addressing regional concerns. The staff review has concluded that the AUAR Update is complete and accurate with respect to regional concerns and raises no major issues of consistency with Council policies. However, staff offers the following technical comments in response to the update.

- A** | **Section 2.0 - Updated Scenarios** (Todd Graham, 651-602-1322)  
The AUAR presents two revised scenarios, Scenario 1A and 1B that articulate what development has already taken place, plus 1.1 million square feet of office and 334 to 584 additional multifamily residential units. As the City is aware, Council staff are preparing major local forecasts updates for April 2014 Council approval. These new forecasts include an assumption of high-density development in the West End area, and will sufficiently represent the development anticipated by the AUAR.
- B** | **Section 5.2 – Water Use** (Lanya Ross, 651-602-1803)  
The AUAR Update states that the City and the developer will cooperate to explore both city-wide and project-specific measures to increase capacity and minimize peak water consumption. Since 2007, the Council and the Minnesota Department of Natural Resources have jointly adopted a Master Water Supply Plan (Master Plan) for the Twin Cities metropolitan area. Please update this section to acknowledge the potentially more stringent water appropriation permit review and approval process. The Master Plan requires local water suppliers, prior to requesting additional water appropriations, to outline appropriate actions to address potential water supply issues identified in the city's local water supply profile (Appendix 3 of the Master Plan). If the preferred source is unable to meet future demands without adverse impacts, alternative sources should also be identified.
- C** | The Council supports the identified efforts to promote water conservation. The Council's Conservation Toolbox and Stormwater Reuse Guide may be useful tools to reduce per

[www.metrocouncil.org](http://www.metrocouncil.org)

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Sean Walther  
September 26, 2013  
Page 2

capita water demand. Both can be found on the Council's Water Supply Planning website below:

[www.metrocouncil.org/Wastewater-Water/Planning/Water-Supply-Planning/Guidance-and-Planning-Tools.aspx](http://www.metrocouncil.org/Wastewater-Water/Planning/Water-Supply-Planning/Guidance-and-Planning-Tools.aspx).

#### **Section 5.4.6 – Water Quality – Surface Water Runoff**

##### **Storm Event Volumes** (Jim Larsen, 651-602-1159)

The AUAR Update makes the statement that the City “will require that the stormwater management system be designed to hold the 100-year event rate on-site and release it at the 10-year event rate, per City standards.” The National Weather Service's Hydrometeorological Design Studies Center released new precipitation frequency estimates in June of 2013 for many of the Midwestern states, including Minnesota, in a publication termed the NOAA Atlas 14 Point Precipitation Frequency Estimates. These data supersede the TP40 data that have been used to predict rainfall distributions in the US since 1961. Please refer to the following web sites:

D [www.dnr.state.mn.us/climate/noaa\\_atlas\\_14.html](http://www.dnr.state.mn.us/climate/noaa_atlas_14.html)  
[http://hdsc.nws.noaa.gov/hdsc/pfds/pfds\\_map\\_cont.html?bkmrk=mn](http://hdsc.nws.noaa.gov/hdsc/pfds/pfds_map_cont.html?bkmrk=mn)

The new estimates result in generally higher projected rainfall events for the average 50- and 100-year recurrence intervals in the Twin Cities Metropolitan Area. The AUAR Update does not indicate what 24-hour duration rainfall accumulation was utilized for the 100-year (average recurrence interval) event to design the stormwater management system that serves this development site. The new Atlas 14 precipitation frequency data estimates indicate that future 100-year rainfall recurrence interval events should now be estimated to be approximately 7.46". These new data should be utilized by the City, Watershed, and project proposer in the recalculation of runoff from the development site to insure that the proposed project's stormwater conveyance, treatment, and infiltration facilities will be properly sized to accommodate future runoff events.

##### **Surface Water Runoff Quality** (Lanya Ross, 651-602-1803)

E The AUAR Update identifies several practices to manage stormwater quality, including encouraging the project proposers use techniques that encourage infiltration of stormwater runoff wherever possible, to maximize the infiltration potential of the AUAR study area. This section should acknowledge that the project site is entirely located within the Drinking Water Supply Management Area for the City of St. Louis Park, which has been designated as highly vulnerable to contamination by the City and Minnesota Department of Health (MDH). While the Council generally supports enhancing recharge, stormwater infiltration practices should be developed following MDH guidance for evaluating proposed stormwater infiltration projects in vulnerable wellhead protection areas. This is available online at the following web site:

[www.health.state.mn.us/divs/eh/water/swp/stormwater.pdf](http://www.health.state.mn.us/divs/eh/water/swp/stormwater.pdf)

Sean Walther  
September 26, 2013  
Page 3

F | **Section 5.5 - Water Quality – Wastewater** (Roger Janzig, 651-602-1119)  
The AUAR Update correctly states that the previously stated system restrictions will no longer apply upon completion and operation of the regional improvements to interceptor 1-GV-461, anticipated to be completed by December 2014.

This will conclude the Council's review of the AUAR. The Council will take no formal action on the AUAR. If you have any questions or need further information, please contact the listed technical reviewer or Michael Larson, Principal Reviewer, at 651-602-1407.

Sincerely,



LisaBeth Barajas, Manager  
Local Planning Assistance

cc: Eric Evenson, Minnehaha Creek Watershed District  
Julie Monson, Minnesota Housing  
Tod Sherman, Development Reviews Coordinator, MnDOT Metro  
James Brimeyer, Councilmember, District 5  
Judy Sventek, Manager MCES Water Resources Assessment  
Michael Larson, Sector Representative/Principal Reviewer  
Raya Esmaeili, Reviews Coordinator

- A**     **Response:** Comment noted, thank you.
- B**     **Response:** Reference to the Master Water Supply Plan and current permitting processes is included as item 5.2.9.
- C**     **Response:** Comment noted.
- D**     **Response:** As future phases of development occur, Atlas 14 data will be used to ensure that stormwater infrastructure is appropriately sized and implemented.
- E**     **Response:** A mitigation measure has been added as 5.4.5 to address the Drinking Water Supply Management Area and MDH guidance.
- F**     **Response:** Comment noted.