

The West End AUAR Update

FINAL

(Update of Final AUAR Adopted April 9, 2007)

Prepared for:



Prepared by:

Kimley»»Horn

ALTERNATIVE URBAN AREAWIDE REVIEW UPDATE

THE WEST END

FOR THE
CITY OF ST. LOUIS PARK, MN

Published October 15, 2018

Adopted November 5, 2018

TABLE OF CONTENTS

1	Introduction.....	1
2	Existing Conditions	1
3	Updated Scenario	4
4	Impact Analysis	4
5	Mitigation Summary and Update	8
6	AUAR Update Review.....	17

Appendix A: Comments and Responses

1 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 Figure 1 and Figure 2).

The City of St. Louis Park adopted The West End Final Alternative Urban Areawide Review (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. An update to the AUAR was adopted by the City of St. Louis Park in October 2013. Since the study area is not yet fully developed, the purpose of this document is to provide another 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 square feet (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 and an updated completed in 2013 is available on the City's website at 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 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. Current development of the site includes:

- 171,629 SF of retail, including grocery
- 91,820 SF of restaurant (full service and fast food)
- 2,643 seat movie theater
- 536,785 SF of office
- 126 room hotel
- 476 apartment units

Figure 1: Project Location

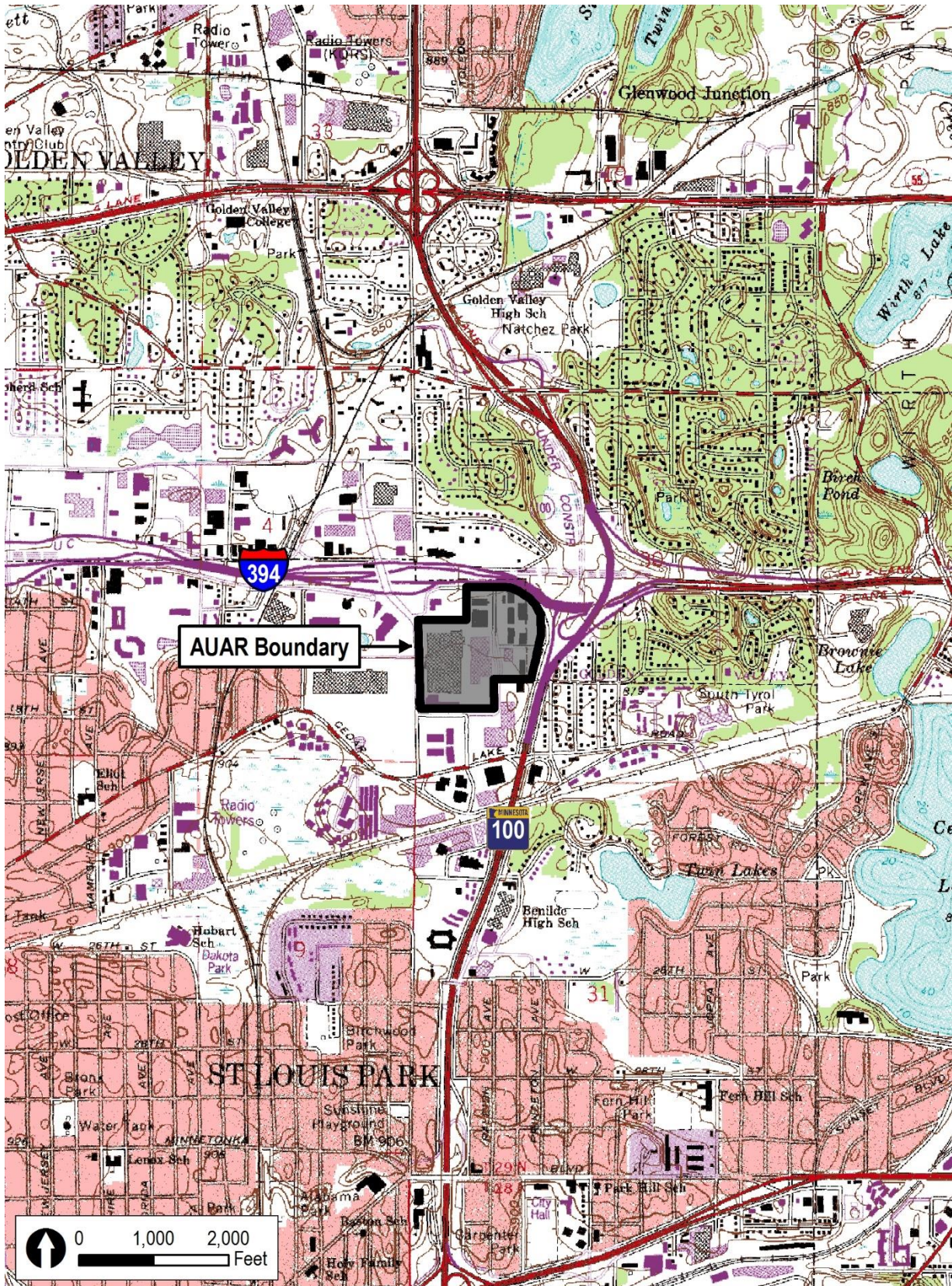
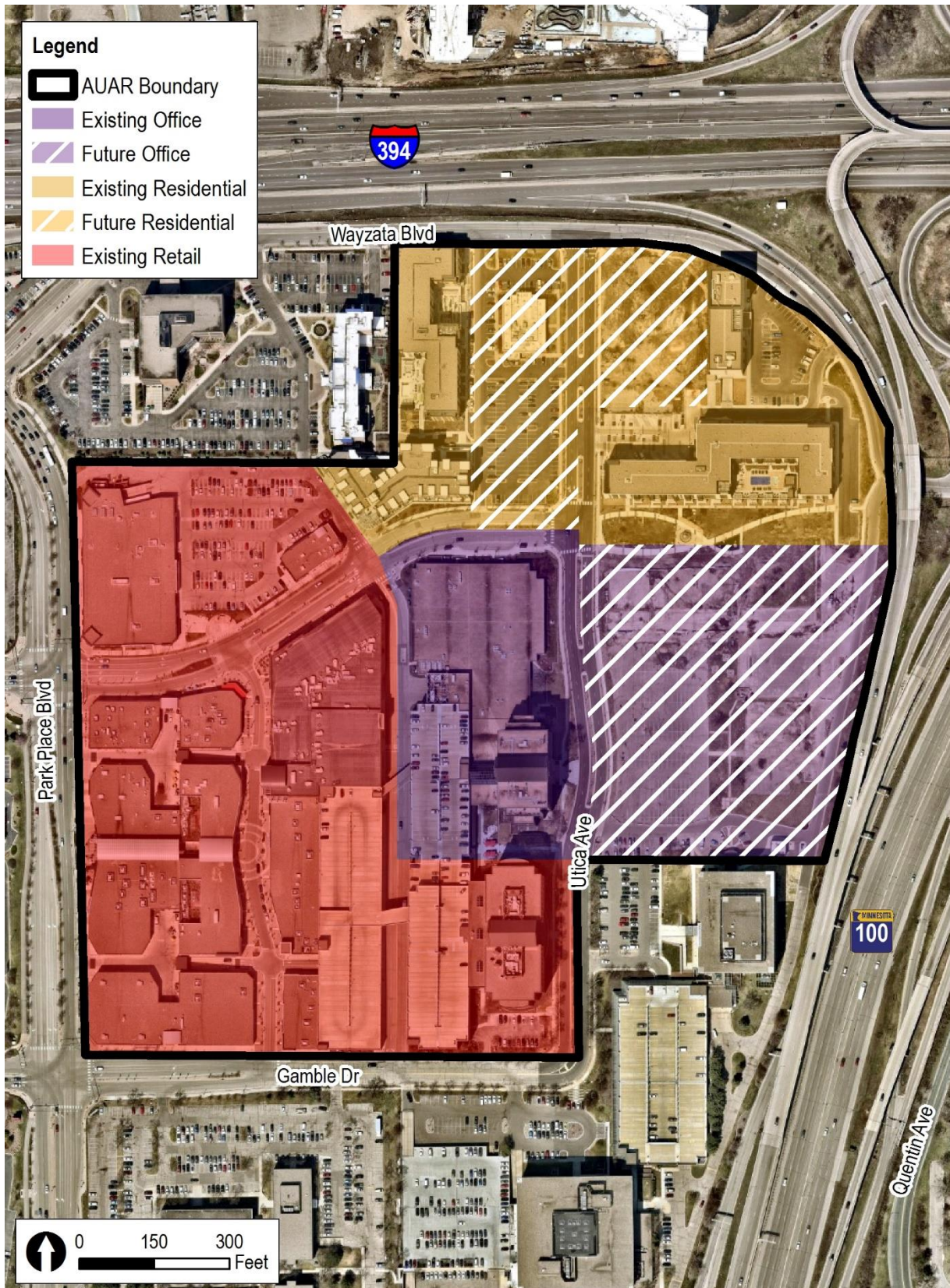


Figure 2: Existing and Future Land Use



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 UPDATED SCENARIO

This AUAR Update includes one additional scenario as outlined by the developer, which changes the amount of residential use previously proposed for the site. The 2018 Scenario includes:

- Existing conditions
- Complete Phase II of Central Park West (164 apartment units)
- Replace Olive Garden with residential use (210 apartment units)
- Add 671,420 SF of office space

The new scenario is evaluated in comparison to Scenario 1 from the 2007 AUAR, which most closely represents the actual plans for the site.

4 IMPACT ANALYSIS

Impact analysis of the 2018 Scenario focuses on water use, sanitary sewer, and traffic. These were the issues that approached thresholds established in the 2007 AUAR. For other issue areas, changes in conditions and regulations were reviewed. While there have been changes related to these other issue areas (listed in Section 4.1), the changes are not anticipated to result in an exceedance of thresholds established in the 2007 AUAR. Areas requiring updated analysis are discussed in Section 4.2.

4.1 AREAS OF NO ANTICIPATED CHANGE

No changes to impacts or mitigation are anticipated for the following areas:

- 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
- 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
- Impact on Infrastructure and Public Services
- Cumulative Impacts
- Other Potential Environmental Impacts

4.1 AREAS REQUIRING UPDATED ANALYSIS

Water Use

Since the 2007 AUAR and the 2013 AUAR update, the city has experienced changes in water infrastructure capacity and its guidelines for determining peak water usage. The changes in water capacity infrastructure and guidelines include:

- Loss of one water well included in previous AUAR documentation and GAC improvements at other wells, resulting in a reduction in total firm system capacity from 13.32 million gallons per day (MGD) to 12.24 MGD
- Shift in city policy to base peak water usage calculations on a five-year average instead of a 10-year average to better reflect actual conditions, resulting in a current (2018) peak usage of 9.23 MGD instead of 11.88 MGD

Based on Table 1 below, water use will not be a limiting factor for the 2018 Scenario. Water use under the 2018 Scenario falls beneath the thresholds identified in the AUAR and results in less than 90 percent of the city's total system being used, which is the City's preference and leaves water available for emergency scenarios. No mitigation is necessary.

Table 1: Water Use Summary

	Scenario 1 from 2007 AUAR	2018 Scenario¹
Total Firm System Capacity (million gallons per day (MGD))²	13.32	12.24
City Firm Peak Usage (MGD)³	11.88	9.23
Capacity Available (MGD)	1.44	3.01
Proposed Project Usage (MGD)	0.64	1.33
Total City Usage (MGD)	12.52	10.56
Capacity Available (Post-Construction)	0.80	1.68
Percent Total System Utilized	93.98%	86.31%

¹ Baseline numbers are from winter 2015 and include the already constructed portions of the West End development.

² Since 2007, there have been changes in the water capacity infrastructure, including loss of one water well included in previous AUAR documentation and granular activated carbon (GAC) improvements at other wells, resulting in a reduction in total firm system capacity from 13.32 MGD to 12.24 MGD.

³ City peak usage was adjusted for removal of the Nestle factory. In addition, there has been a shift in city policy to base peak water usage calculations on a five-year average instead of a 10-year average to better reflect actual conditions, resulting in a peak usage of 9.23 MGD instead of 11.88 MGD.

Water Quality: Wastewaters

Sanitary sewer use is not anticipated to be a limiting factor to development under the 2018 Scenario. The baseline condition has been adjusted to reflect removal of the Novartis/Nestle facility and the addition of recent planned redevelopment for that site. The baseline does not incorporate the already constructed portions of the West End Development. All development at the West End, existing and planned, is captured within the analysis below.

Sanitary use under the 2018 Scenario falls 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), as shown in Table 2. No mitigation is necessary.

Table 2: Net Sanitary Peak Flow

	Scenario 1 from 2007 AUAR ⁴	2018 Scenario
Existing Average Daily Flow (MGD)⁵	2.60	2.60
Average Daily Flow Increase (MGD)⁶	0.27	0.47
Average Daily Flow Decrease (MGD)⁷	0.04	0.51
Net Average Daily Flow Adjustment (MGD)	0.23	0.04
Total Average Daily Flow (Existing + Net Flow Adjustment) (MGD)	2.83	2.56
Peak Hourly Flow (2.7 Peak Factor) (MGD)	7.63	6.92
Peak Hourly Flow (2.37 Peak Factor) (MGD)	6.70	6.08

Traffic

Under the 2018 Scenario, anticipated trips would exceed AUAR thresholds for the inbound movement of the PM peak (see Table 3).

⁴ Decrease includes the demolition of existing buildings from the 2007 AUAR.

⁵ Baseline numbers for sanitary do not incorporate the West End development.

⁶ Increase is adjusted based on current/future demolition of Chili's and Olive Garden.

⁷ Decrease includes the demolition of existing buildings from the 2007 AUAR and the closing of the Nestle factory. The Nestle flow decrease was estimated to be 95 percent of the Nestle water use information provided by the City, to account for irrigation and infiltration.

Table 3: 2018 Scenario Traffic Summary⁸

Land Use	Size		Daily Trips	AM Peak Hour		PM Peak Hour	
				In	Out	In	Out
Office	671,420	SF	6,540	670	109	124	649
Retail	116,341	SF	4,392	68	42	213	230
Restaurant (sit-down)	72,392	SF	6,069	42	11	378	186
Restaurant (casual)	10,318	SF	1,157	56	46	63	38
Grocery	55,288	SF	5,904	120	80	266	255
Movie Theater	2,643	Seats	4,652	0	0	131	107
Hotel	126	Rooms	1,053	35	24	39	37
Apartments	850	Units	4,624	80	226	228	146
Trip Generation Subtotal			34,392	1,071	538	1,442	1,648
Multi-Use Reduction (-10%)			-3,439	-107	-54	-144	-165
TOTAL			30,953	964	484	1,298	1,483
AUAR Trip Generation Limit				1,320	528	1,167	1,883
Difference (Total – AUAR Trip Generation Limit)				356	44	(131)	400

The inbound PM peak movement exceeds AUAR thresholds by 131 trips, totaling 1,298 trips per day. Mitigation measures identified in the 2007 AUAR were designed to accommodate the heaviest traffic period for inbound movements (1,320 trips in the AM peak inbound movement), and the PM inbound movements are just below that AM threshold.

Several measures as identified in the original mitigation plan for Phases 1 and 2 of development have already been completed, and address inbound traffic movements. There may be other mitigation measures not yet implemented that may provide additional relief for inbound traffic congestion. A traffic analysis should be completed prior to implementation of the second office building, to evaluate intersections and determine if there are specific movements requiring mitigation that have not already been completed as part of the mitigation plan.

4.2 SUMMARY

The 2018 Scenario is anticipated to utilize less of the water system than Scenario 1 from the original AUAR, and less than the City's preferred threshold of 90 percent total system usage. No additional mitigation measures or adjustments are necessary.

Sanitary sewer usage under the 2018 Scenario can be accommodated within the limits established in the original AUAR. No additional mitigation is needed.

AUAR traffic thresholds are exceeded for inbound movements during the PM peak. Several measures as identified in the original mitigation plan for Phases 1 and 2 of development have already been completed, and address inbound traffic movements. There may be other mitigation measures not yet implemented that may provide additional relief for inbound traffic congestion. A traffic analysis should be completed prior to implementation of the second office building, to evaluate intersections and determine if there are

⁸ Trip generation calculations as documented in the 2007 West End AUAR were based on *ITE Trip Generation, 7th Edition (2003)*. Current trip generation calculations are based on the most recent version, *ITE Trip Generation, 10th Edition (2017)*.

specific movements requiring mitigation that have not already been completed as part of the mitigation plan.

5 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**

Previously, four office buildings totaling approximately 1 million square feet were proposed for the area east of Utica Avenue South. In place of two previously proposed office buildings located north of 16th Street, a 199-unit apartment building and 126-room hotel have been built (completed 2017), and another 164-unit apartment building is planned to proceed (sometime between 2019-2021). Two office buildings are still planned (market dependent) south of 16th Street totaling approximately 706,706 square feet.

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 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**

5.3 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 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**
- 5.4.6 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. **No longer applies – capacity no longer a limiting factor.**

- 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. **Completed.**

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, Phase 2, and part of Phase 3 of development has 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 ImprovementsPark 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. **Completed**
- 5.7.9 Install an eastbound right-turn lane. **Completed**

Quentin Avenue/Old Cedar Lake Road:

- 5.7.10 Install a northbound left-turn lane. **Remains valid**
- 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. **Being reevaluated by the city**
- 5.7.13 Widen the west end of the concrete island to create a 90-degree T-intersection. **Being reevaluated by the city**

Phase 3 Recommended ImprovementsPark Place Boulevard/I-394 South Ramp:

- 5.7.14 Install an eastbound 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 16th Street, connecting to the through lane recommended at Wayzata Boulevard. **Completed as a shared northbound through/right turn lane from the north side of 16th 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 16th 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. **Completed. In 2017, major changes were implemented on Routes 9, 25, 604, 649, and 675 in Minneapolis, Golden Valley, St. Louis Park, and Minnetonka centered around the West End near I-394 and Highway 100.**
 - 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; though additional planned unit development review and approval is still required for the redevelopment of the Olive Garden property by St. Louis Park, and for the second (south) office building by both the cities of St. Louis Park and Golden Valley.**
- 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 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



520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300

800-657-3864 | Use your preferred relay service | info.pca@state.mn.us | Equal Opportunity Employer

October 16, 2018

Sean Walther
Planning and Zoning Supervisor
City of St. Louis Park
5005 Minnetonka Boulevard
St. Louis Park, MN 55416

Re: West End Alternative Urban Areawide Review Update

Dear Sean Walther:

A | Thank you for the opportunity to review and comment on the Alternative Urban Areawide Review (AUAR) Update for the West End Development project (Project) located in the city of St. Louis Park, Hennepin County, Minnesota. The Project consists of a 48.6 acre mixed-use development. Minnesota Pollution Control Agency (MPCA) staff has reviewed the AUAR Update and have no comments at this time.

We appreciate the opportunity to review this project. Please provide the notice of decision on the need for an Environmental Impact Statement. 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 AUAR Update, please contact me by email at Karen.kromar@state.mn.us or by telephone at 651-757-2508.

Sincerely,

A handwritten signature in black ink that reads 'Karen Kromar'.

Karen Kromar
Project Manager
Environmental Review Unit
Resource Management and Assistance Division

KK:bt

cc: Dan Card, MPCA, St. Paul
Teresa McDill, MPCA, St. Paul

- A** **Response:** Thank you for your review. Notice of adoption of the AUAR Update will be published in the *EQB Monitor* and provided to the MPCA and other agencies on the EQB distribution list.



Metropolitan District
1500 County Road B2 West
Roseville, MN 55113

October 31, 2018

Sean Walther
Planning and Zoning Supervisor
City of Saint Louis Park
5005 Minnetonka Boulevard
Saint Louis Park, MN 55426

SUBJECT: West End AUAR
MnDOT Review AUAR18-005
SE Quad I-394 and MN100
St. Louis Park, Hennepin County
Control Section 2789

Dear Mr. Walther:

Thank you for the opportunity to review the 2018 updated West End AUAR Update. MnDOT has reviewed the update and has the following comments:

A

Traffic

The additions of dual right turn lanes on the exit ramps from I-394 to Park Place Boulevard remain valid mitigation strategies. Conducting the recommended traffic study before the second office building is constructed will be important in order to understand the impacts of exceeding the incoming PM peak trip generation threshold from the 2007 AUAR.

For questions regarding these comments please contact Jason Junge at 651.234.7875 or jason.junge@state.mn.us.

B

Permits:

Any use of or work within or affecting MnDOT right of way requires a permit. Permit forms are available from MnDOT's utility website at <https://dotapp7.dot.state.mn.us/OLPA>

Please include one to one set of plans formatted to 11X17 with each permit application. Please submit/send all permit applications and 11X17plan sets to: metropermitapps.dot@state.mn.us. Please direct any questions regarding permit requirements to Buck Craig (651-234-7911) of MnDOT's Metro Permits Section.

Review Submittal Options:

MnDOT'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. An electronic .pdf version of the plans. MnDOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is less than 20 megabytes.
2. A compact disc with the plans in .pdf format. The disc can be sent to:

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

3. A .pdf version of the plans sent to MnDOT's external shared workspace site located at: <https://mft.dot.state.mn.us>. Please contact MnDOT development review staff gain access to the shared workspace site. Also, please send a note to metrodevreviews.dot@state.mn.us indicating the file name and stating that the plans have been submitted on the shared workspace site.
4. If you are unable to send the plans electronically, please submit a set of full size plans to the above address.

If you have any questions concerning this review please contact me at (651) 234-7784.

Sincerely,

Karen Scheffing
Digitally signed
by Karen
Scheffing
Date: 2018.10.31
14:50:40 -05'00'

Karen Scheffing
Principal Planner

Copy sent via E-Mail:

Chis Hoberg, Area Engineer
Brian Kelly, Water Resources
Jeff Rones, Design
Buck Craig, Permits
Doug Nelson, Right-of-Way
Jason Junge, Traffic Engineering
Russ Owen, Metropolitan Council

- A** **Response:** Thank you for your review. Adding dual right-turn lanes on the exit ramps from I-394 are included in the mitigation plan as Items 5.7.1 and 5.7.14. The City of St. Louis Park is committed to completing a traffic study prior to construction of the second office building to evaluate conditions at that time and identify mitigation measures, if needed.

- B** **Response:** Comment noted.

October 29, 2018

Mr. 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. 19929-4
Metropolitan Council District No. 6

Dear Mr. Walther:

The Metropolitan Council received the City's West End Alternative Urban Area Review (AUAR) Update on October 15, 2018. This AUAR updates the previous West End AUAR Update from 2013. The AUAR Update includes one additional scenario which changes the amount of residential use previously proposed for the site. The West End study area consists of 48.6 acres located at the southwest corner of 1-394 and Trunk Highway 100 in St. Louis Park, MN, with eastern portions of the site in Golden Valley, MN.

A Metropolitan Council staff has completed review of the West End AUAR Update to determine its accuracy and completeness in addressing regional concerns. Staff concludes that the AUAR Update is complete and accurate with respect to regional concerns and does not raise major issues of consistency with Council policies. However, staff offers the following comments for your consideration:

B **Section 2 – Updated Scenario** (*Todd Graham, 651-602-1322*)
Existing conditions, on page 1, includes 536,785 square feet of office space and other commercial uses. On page 4, the preferred "Updated Scenario" is described as these existing conditions plus 671,420 sf additional office space. This can be interpreted to mean that the ultimate buildout will include 1.2 million square feet of office space. However, parts of this AUAR discuss a lesser amount of office space. Specifically, Table 3 (Scenario Traffic Summary) appears to ignore the existing office space: buildout is defined as 671,420 square feet of office space (total). If the City is now planning for 1.2 million square feet of office space, then the AUAR's Table 3 needs revision.

Also, this change will affect the employment forecast allocation for TAZ #1376, which includes all of the West End area and adjacent sites between West End and Cedar Lake Road. The City should contact Council staff at the number above to discuss how best to adjust the City's employment forecast.

C **Section 5 – Mitigation Summary and Update** (*Russ Owen, 651-602-1724*)
The AUAR should include a map of the proposed mitigation that relates to Principal Arterials and A-minor roadways.

Mr. Sean Walther, AICP
October 29, 2018
Page 2 of 2

The Council will not take formal action on the AUAR. If you have any questions or need further information, please contact Eric Wojchik, Principal Reviewer, at 651-602-1330.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lisa Beth Barajas". The signature is fluid and cursive, with a large loop at the end.

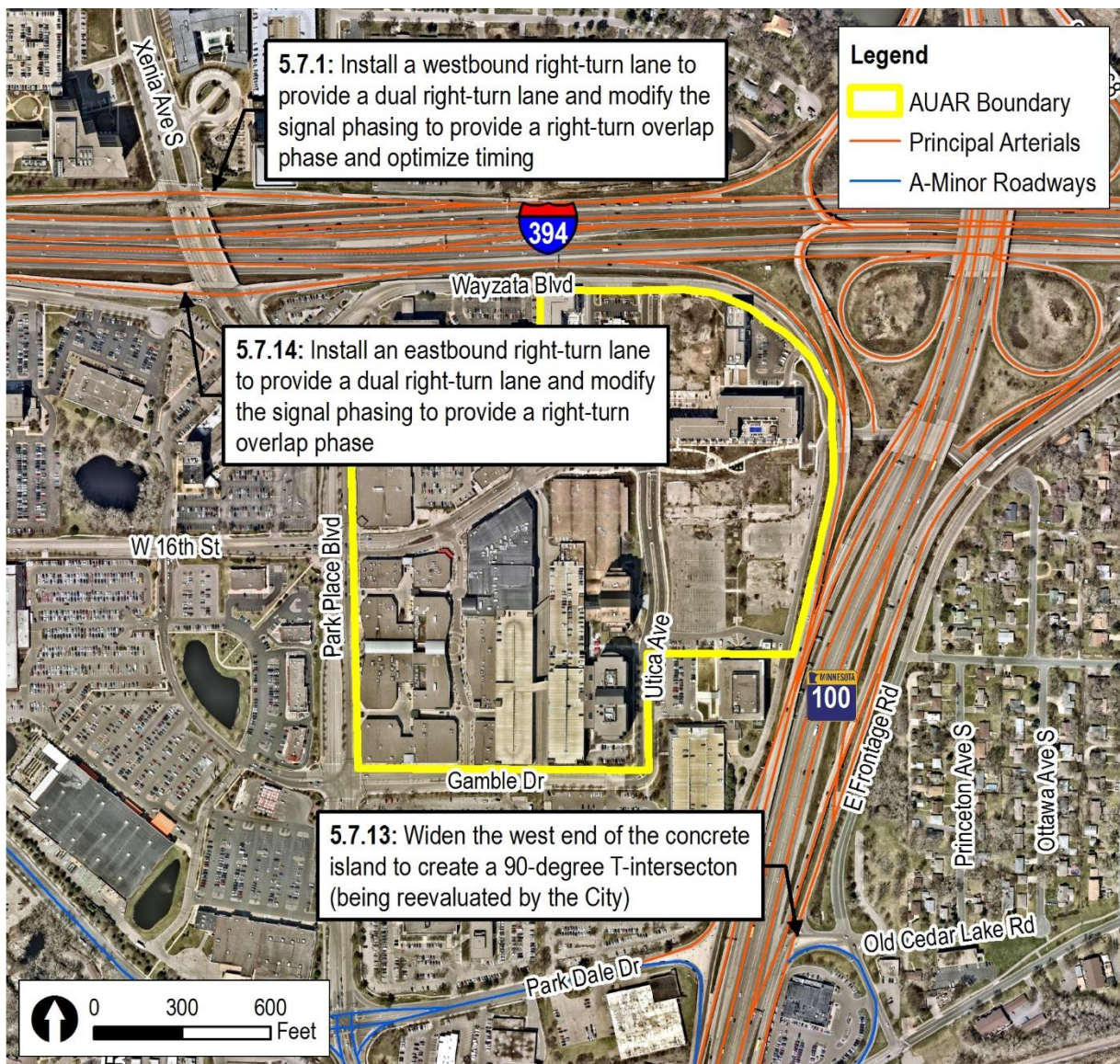
Lisa Beth Barajas, Director
Community Development

CC: Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division
Gail Dorfman, Metropolitan Council District No. 6
Michael Larson, Sector Representative
Eric Wojchik, Principal Reviewer
Raya Esmaeili, Reviews Coordinator

N:\CommDev\LPA\Communities\St. Louis Park \Letters\St. Louis Park 2018 AUAR West End Update 19929-4.docx

- A Response:** Thank you for your review.
- B Response:** Analysis is based on the square footage of development added or projected since the 2007 AUAR. Existing conditions were accommodated in the baseline of the original traffic model; therefore, Table 3 summarizes the results of traffic increases due to additional development. This is consistent with how the traffic impact analysis has been conducted from the original 2007 AUAR through each of the updates.

The City of St. Louis Park will contact Council staff as requested to discuss the City's employment forecast.
- C Response:** Proposed mitigation measures related to Principle Arterials and A-minor roadways are shown in the figure below. These mitigation measures correspond to Items 5.7.1, 5.7.13, and 5.7.14 in the mitigation summary.



From: "Zimmerman, Jason" <JZimmerman@goldenvalleymn.gov>
Date: October 29, 2018 at 4:26:13 PM CDT
To: Sean Walther <swalther@stlouispark.org>
Cc: "Nevinski, Marc" <MNevinski@goldenvalleymn.gov>
Subject: draft West End AUAR Update comments

External Email – Be Suspicious of **Unexpected** Attachments, Links and Requests for Login Information

Sean,

A Golden Valley appreciates the chance to provide comments on the Draft AUAR Update for the West End. Our only area of concern is with respect to the anticipated trip generation in the PM peak which would exceed the AUAR thresholds. As you know, the Golden Valley neighborhood (South Tyrol/Kennedy Addition) to the east of the West End has repeatedly expressed concerns over the traffic generated by development within the West End. We believe many necessary mitigation measures have been taken, and others may remain to be implemented, that help address these concerns. However, if and when the final stages of development are brought forward for consideration, we would expect that measures would be taken to reduce the PM peak trips to an acceptable level. If this is not able to be achieved, Golden Valley would advocate a reduction in the level of development to a point needed to remain under the threshold.

As suggested in the Draft AUAP Update, a traffic analysis should be completed prior to implementation of the second office building in order to evaluate the conditions present at that time and to suggest any possible mitigation efforts.

Thank you,

Jason

Jason Zimmerman, AICP | Planning Manager | City of Golden Valley
7800 Golden Valley Road | Golden Valley, MN 55427
763.593.8099 | 763.593.8109 (Fax) | 763.593.3968 (TTY)
jzimmerman@goldenvalleymn.gov



- A** **Response:** Thank you for your review. The City of St. Louis Park is committed to completing a traffic study prior to construction of the second office building to evaluate conditions at that time and identify mitigation measures, if needed.