The West End AUAR Update

September 2023

(Update of Final AUAR Adopted April 9, 2007)

Prepared for:

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ALTERNATIVE URBAN AREAWIDE REVIEW UPDATE

THE WEST END

FOR THE

CITY OF ST. LOUIS PARK, MN

Published Month DD, 2023

Adopted Month DD, 2023

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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, 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. The first update to the AUAR was adopted by the City of St. Louis Park in October 2013, and a second update to the AUAR was adopted by the City of St. Louis Park in 2018. Since the study area is not yet fully developed, the purpose of this document is to provide another update to 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 – 1,700,000 SF of redevelopment
- Scenario 5 – Comprehensive Plan Scenario – 2,000,000 SF of redevelopment

The 2007 adopted AUAR and the two AUAR Updates completed in 2013 and 2018 are available on the City's website at www.stlouispark.org. This report is intended to serve as an update of the 2018 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. Existing development on the site includes:

- 266,649 SF of retail space including:
  - movie theater
  - restaurants
- 876,785 SF of office
- 839 apartment units
- 126 room hotel

Figure 1: Project Location

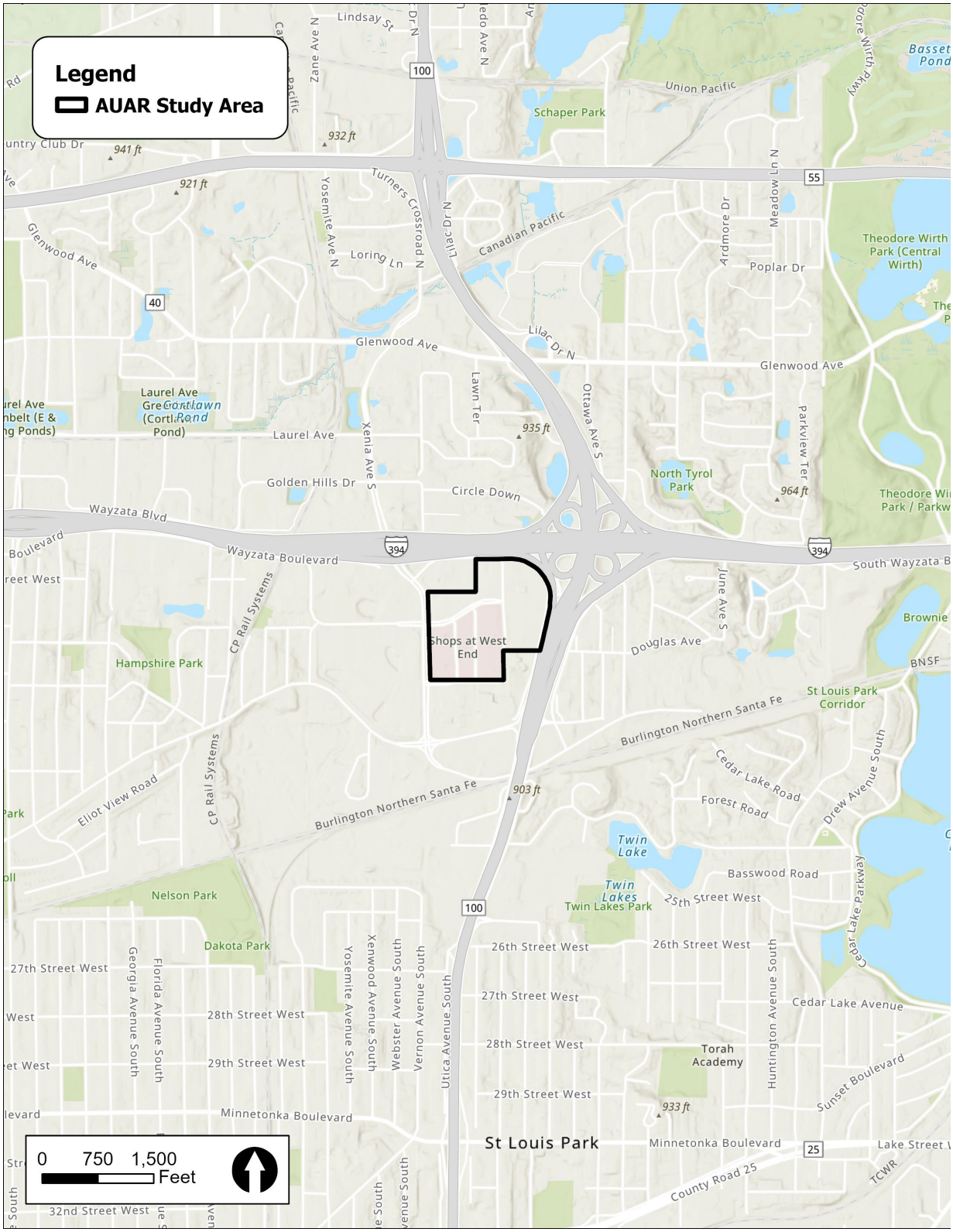
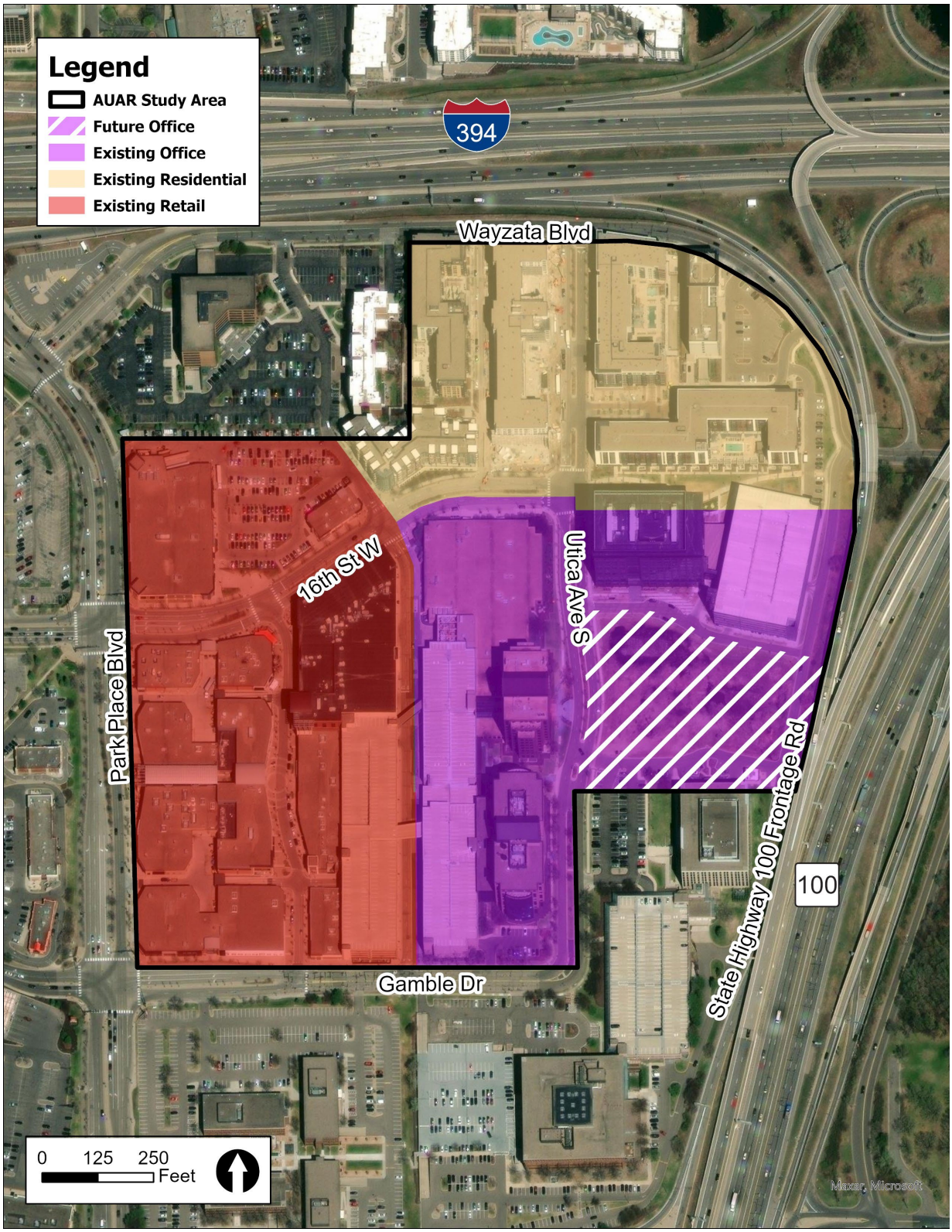


Figure 2: Existing and Future Land Use



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 increases the amount of office use within the site and proposes an additional 1,200 stall parking ramp. This 2023 Scenario includes:

- Existing conditions
- Additional 350,000 sq ft of office space
- Additional 1,200 stall parking ramp

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

Component	Existing Conditions (as of August 2023)	2023 Scenario	Scenario 1 from 2007 AUAR
Retail	266,649 SF	266,649 SF*	400,000 SF
Office	876,785 SF	1,226,785 SF	1,000,000 SF
Residential	839 Apartment Units	839 Apartment Units*	250 Condo Units
Hotel	126 Rooms	126 Rooms	--
Parking Ramp	--	1,200 stalls	--

*no change from existing conditions

4 IMPACT ANALYSIS

4.1 AREAS OF NO ANTICIPATED CHANGE

The analysis that was completed in 2007 for the following issue areas remains valid. While there have been changes related to these areas, the changes are not anticipated to exceed the thresholds established in the 2007 AUAR. Areas requiring updated analysis are discussed in 4.2.

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

- Land Use
- Cover Types
- 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

4.2 AREAS REQUIRING UPDATED ANALYSIS

Impact analysis of the 2023 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.

Fish, Wildlife, and Ecologically Sensitive Areas

Since the 2007 AUAR, there has been one new record of a state-listed special concern species, the Peregrine Falcon, identified within a one-mile radius of the AUAR area. Peregrine Falcon habitat includes cliffs along waterbodies and buildings in urban areas. The AUAR is built out except for one parcel and any future development on that parcel would not require any existing buildings to be demolished. Therefore, no adverse impacts to this species are anticipated.

Water Use

Since the 2007 AUAR, 2013 AUAR update, and the 2018 AUAR update, the city has not experienced major changes in water infrastructure. The previously identified changes in water capacity infrastructure and guidelines include:

- The 2018 AUAR identified the 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
- The 2018 AUAR identified 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 2018 peak usage of 9.2 MGD instead of 11.88 MGD
- For the 2023 Scenario, the 5-year and 10-year peak factor for the water system is 1.69 and 1.71, respectively. A conservative water peak factor of 2 was applied to the 2023 usage.

Based on Table 1 below, water use will not be a limiting factor for the 2023 Scenario. Water use under the 2023 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 Scenario[1]	2023 Scenario
Total Firm System Capacity (million gallons per day (MGD))[2]	13.32	12.24	12.24
City Firm Peak Usage (MGD)[3]	11.88	9.23	9.24
Capacity Available (MGD)	1.44	3.01	3.00
Proposed Project Usage (MGD)	0.64	1.33	0.22
Total City Usage (MGD)	12.52	10.56	9.46
Capacity Available (Post-Construction)	0.80	1.68	2.78
Percent Total System Utilized	93.98%	86.31%	77.25%

Wastewater

Sanitary sewer use is not anticipated to be a limiting factor to development under the 2023 Scenario. The baseline condition has been adjusted to reflect the 2023 existing conditions. All development at the West End, existing and planned is captured within the analysis below.

The peak hour factor was updated for the 2023 scenario to reflect the Metropolitan Council of Environmental Services' (MCES) goal for inflow and infiltration peak factor of 3.3, which is conservative.

The 2018 AUAR used a peak factor 2.7 based on the MCES table. The inflow and infiltration peak factor table is slightly higher and used in the 2023 report.

Sanitary use under the 2023 Scenario falls beneath the thresholds identified in the AUAR and within the available capacity of the current MCES system which includes two separate wastewater conveyances from St. Louis Park, an interceptor and lift station L81 (5.3 million of gallons per day (MGD), and 5-MGD respectively). The total design peak capacity is 10.3-MGD, as shown in Table 2. No mitigation is necessary.

[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.

Table 2: Net Sanitary Peak Flow

	Scenario 1 from 2007 AUAR[4]	2018 Scenario	2023 Scenario
Existing Average Daily Flow (MGD)[5]	2.60	2.60	2.1
Average Daily Flow Increase (MGD)[6]	0.27	0.47	0.10
Average Daily Flow Decrease (MGD)[7]	0.04	0.51	N/A
Net Average Daily Flow Adjustment (MGD)	0.23	0.04	0.1
Total Average Daily Flow (Existing + Net Flow Adjustment) (MGD)	2.83	2.56	2.20
Peak Hourly Flow (2.7 Peak Factor) (MGD)	7.63	6.92	N/A
Peak Hourly Flow (2.37 Peak Factor) (MGD)	6.70	6.08	N/A
Peak Hourly Flow (3.3 MCES Goal Inflow and Infiltration Peak Factor) (MGD)	-	-	7.27

Traffic

Under the 2023 Scenario, anticipated trips would exceed AUAR thresholds for the inbound and outbound movements during both peak hours using the same trip generation methodology used in 2007 (see Table 3). However, there are new modeling systems available today which more accurately reflect trips.

[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. For the 2023 scenario, the Chili's and Olive Garden were demolished, the 2023 increase is based on the proposed development scenario.
[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. The 2023 decrease is zero, and the measured flows shown in the existing conditions reflect the decrease.

Table 3: 2023 Scenario Traffic Summary[8]

Use	Size	Daily Trips	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
Office (existing)	876,785 SF	9,504	1,173	160	202	1,061
Office (proposed)	350,000 SF	3,794	458	74	81	423
Retail	116,341 SF	4,306	61	37	190	206
Restaurant (sit-down)	72,392 SF	6,069	42	11	378	186
Restaurant (casual)	10,318 SF	1,106	54	44	58	35
Grocery	55,288 SF	5,188	95	63	252	242
Movie Theater	2,643 Seats	4,652	0	0	116	95
Hotel	126 Rooms	1,007	34	24	38	36
Apartments	839 Units	3,809	81	230	200	128
Trip Generation Subtotal		39,435	1,971	670	1,515	2,412
Multi-Use Reduction (-10%)		-3,944	-197	-67	-152	-241
Total		**35,491**	**1,774**	**603**	**1,363**	**2,171**
AUAR Trip Generation Limit			1,320	528	1,167	1,883
Difference (Total – AUAR Trip Generation Limit)			**(454)**	**(75)**	**(196)**	**(288)**

The AM and PM peak hours exceed the AUAR thresholds by 529 trips and 484 trips, respectively, using the ITE Trip Generation manual calculations. However, using Replica, a travel demand model that compiles US Census, aggregate mobile location, credit transactions, and other data to estimate geography-based traffic data, it is a more accurate reflection of trips. Replica modeling determined that the existing AUAR area generates approximately 26,000 average daily trips into the AUAR study area. This is approximately 6,000 less daily trips than the initial ITE estimates. Therefore, while the trip generation presented in Table 3 estimates a notable increase in trips from the 2007 AUAR plan to the 2023 Update, it is likely that the actual daily trip generation from the existing uses is more comparable to the 2007 AUAR estimate of approximately 24,000 daily trips and does not significantly exceed the AUAR trip generation limits, if at all.

Several measures as identified in the 2007 AUAR mitigation plan for Phases 1 and 2 of development have already been completed and address key movements at intersections that provide access to the site. There may be other mitigation measures not yet implemented that may provide additional relief for traffic congestion. Based on the real-world trip generation of the AUAR area, no additional traffic mitigation or analysis is needed prior to build out of the last remaining parcel in the study area.

4.3 SUMMARY

The 2023 Scenario is anticipated to utilize less of the water system than Scenario 1 from the 2007 AUAR, and less than the City's preferred threshold of 90 percent total system usage. No additional mitigation measures or adjustments are necessary.

[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, 11th Edition (2021).*

Sanitary sewer usage under the 2023 Scenario can be accommodated within the limits established in the 2007 AUAR. No additional mitigation is needed.

AUAR traffic thresholds are exceeded for inbound and outbound movements during both peak hours. Several measures as identified in the 2007 AUAR 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 traffic congestion. A traffic analysis should be completed following 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.

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 – Retail development on western half of site (Summer 2007 – Winter 2008-2009) ***Completed***
- Phase 2 – Office building and hotel on eastern half of site (Summer 2007 – Fall 2008) ***Complete; Apartments built instead of hotel***
- Phase 3 – Remaining office buildings (market dependent) ***Incomplete***

The 2007 AUAR proposed four office buildings totaling approximately 1 million square feet in 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 were completed in 2017, and another 164-unit apartment building was completed in 2020. One office building totaling 343,000 sq. ft. including 3,200 sq. ft. of commercial opened in 2021. One more office building is still planned (market dependent) south of 16th Street totaling approximately 350,000 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. ***Complete for development to date.***

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.***

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. ***No longer applies – capacity no longer a limiting factor.***

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. ***No longer applies – capacity no longer a limiting factor.***

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

5.2.6 Coordinate with the Minnesota Pollution Control Agency (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 the Minnesota Department of Natural Resources' 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 National Pollutant Discharge Elimination System (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. ***No longer applies - all demolition activities complete.***

Any disturbance of lead-based paint will require compliance with the Occupational Safety and Health Administration (OSHA) Lead in Construction Standard. ***No longer applies - all demolition activities complete.***

5.6.3 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. ***No longer applies – all demolition activities complete.***

5.6.4 The City will require that the demolition contractor consider, if applicable, a source separation and recycling plan for concrete, wood, and metal. ***No longer applies – all demolition activities complete.***

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

5.6.6 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, see Figure 3. The analysis completed for this AUAR Update did not identify any additional traffic mitigation measures and the following mitigation measures remain valid as other development, outside of the AUAR boundary, occurs in the area.

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 but not required as part of AUAR development***

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 but not required as part of AUAR development***

5.7.11 Modify the current striping to provide a southbound right-turn lane. ***Remains valid but not required as part of AUAR development***

TH 100 East Frontage Road/Old Cedar Lake Road:

5.7.12 Modify and widen the westbound approach and re-stripe as two lanes. ***No longer applies, not elected after evaluation***

5.7.13 Widen the west end of the concrete island to create a 90-degree T-intersection. ***No longer applies, not elected after evaluation***

Phase 3 Recommended Improvements

Park 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 but not required as part of AUAR development***

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***

Scenario 2 and 4 Recommended Improvements

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

5.7.23 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***

5.7.24 Install an exclusive northbound right-turn lane. ***Remains valid but not required as part of AUAR development***

Even with all of the proposed improvements, it was determined in the 2007 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.

Other Improvements

Several traffic changes were made since the 2018 AUAR update near the project site that were not listed as recommended improvements:

Cedar Lake Rd and Zarthan Ave W

Changes to the intersection of Cedar Lake Road and Zarthan Ave S and lanes leading up to the Park Place Blvd Cedar Lake Road intersection.

16th St. W and West End Blvd

Install pedestrian-activated flashing lights at the pedestrian crosswalk.

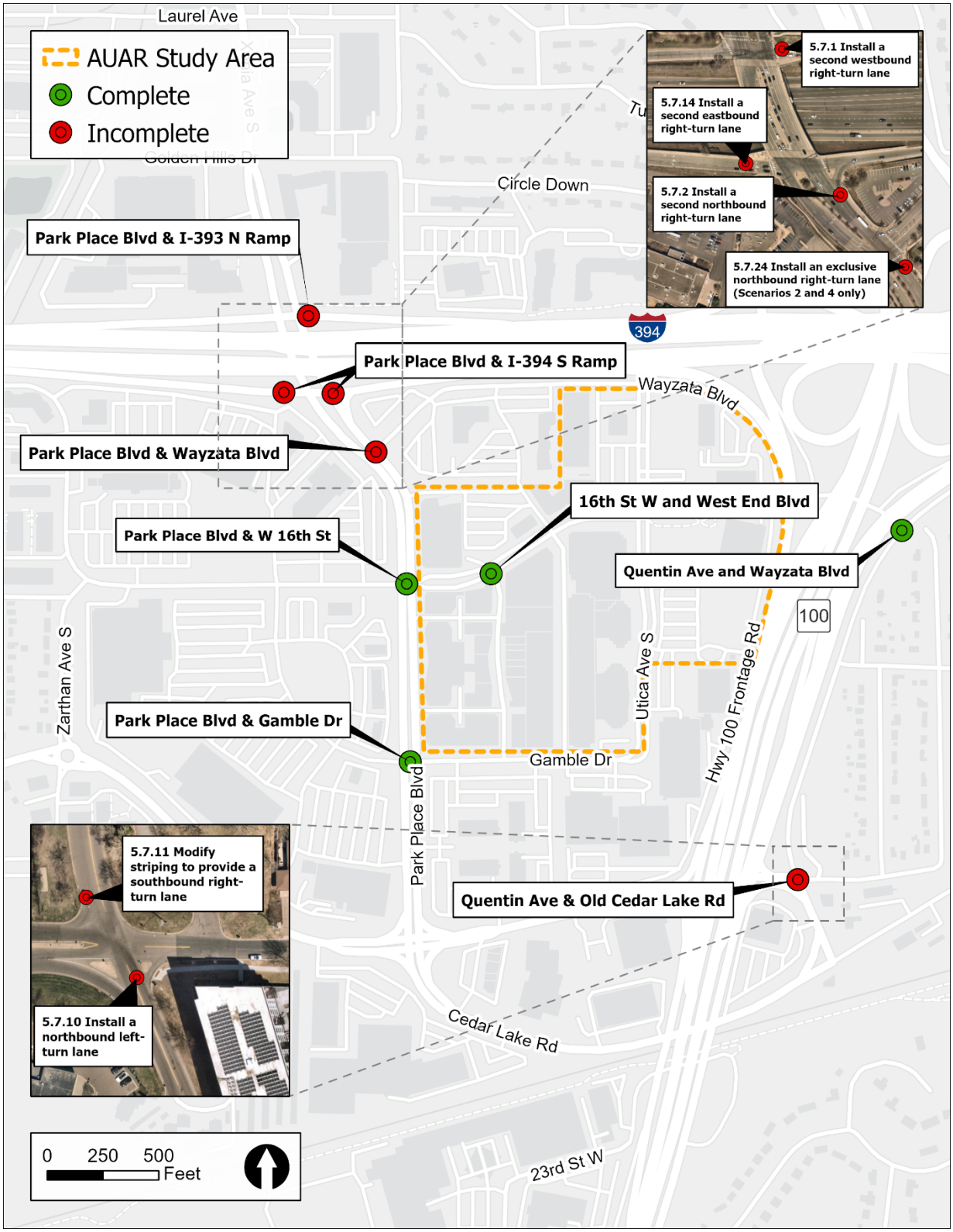
Cedar Lake Rd (west of Park Place Blvd)

Add a cycle track on the south side of Cedar Lake Road west of Park Place Blvd.

Quentin Ave S (between Cedar Lake Rd and Old Cedar Lake Rd)

Add a shared use trail between Cedar Lake Rd and Old Cedar Lake Rd.

Figure 3: Status of Intersection Improvements for Scenario 1



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.***

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.