

CITY WEST STATION

CITY OF EDEN PRAIRIE

SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK
TRANSITIONAL STATION AREA ACTION PLAN

ABOUT THIS CHAPTER:

The Transitional Station Area Action Plans are the product of a Hennepin County led effort to help communities along the Southwest LRT corridor prepare for SW LRT's opening day in 2018 and beyond.

An individualized plan has been created for each of the 17 stations in the Southwest corridor, each plan comprising a chapter in the larger Southwest Corridor Investment Framework. The station area action plans suggest ways to build on local assets, enhance mobility, identify infrastructure needs, and capitalize on promising opportunities for development and redevelopment near each station.

Plan Components:

INTRODUCTION 14-2

A brief overview of the station location and its surroundings

WHERE ARE WE TODAY? 14-4

A description of existing conditions in the station area, including:

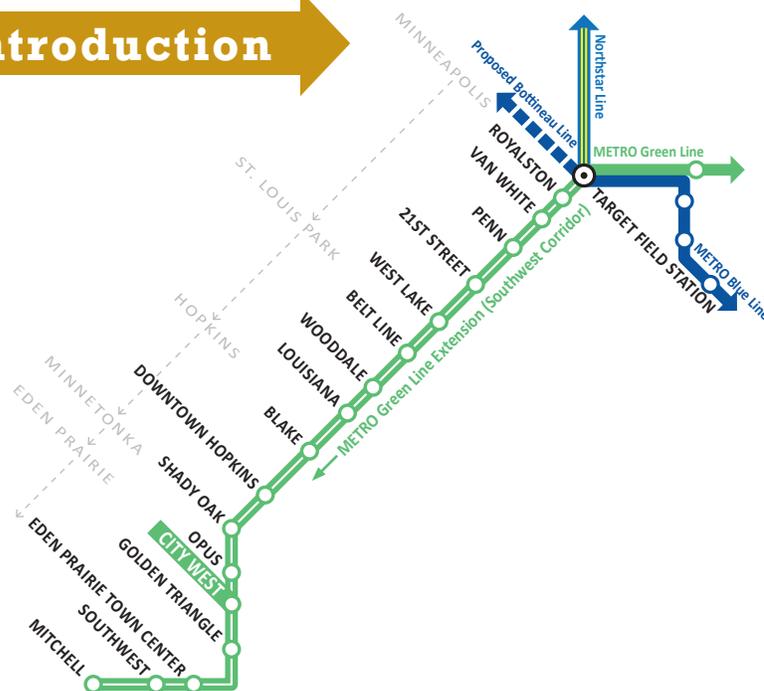
- » Land Use
- » Transit Connections
- » Access + Circulation Issues (Bike, Ped, and Auto)
- » Infrastructure Needs

WHERE ARE WE GOING? 14-8

This section presents a number of recommendations for the station area in anticipation of opening day needs and the long-term TOD environment. This includes:

- » Access + Circulation Plan
- » Station Area Site Plan
- » Infrastructure Plan
- » Development Potential
- » Summary of Key Initiatives

Introduction



CITY WEST STATION WITHIN THE CORRIDOR:

A corporate campus providing access for visitors and employees to the United Health Group offices and other nearby businesses and an important trail connection between the Opus and Golden Triangle station areas.

EMPLOYMENT The City West station is a major employment station north of the Town Center (see Place Types discussion beginning on p. 1-19). The station is located near the United Health Group (UHG) office campus, on the southern side of Highway 62. Following completion of the new facility in 2016, the site will become a high-density employment node with approximately, 6,700 employees. Additional office uses around the station include Milestone AV Technologies, Travel Leaders Group, and LSS Data Systems. Commuters to the City West station will consist primarily of employees of these offices, and nearby residents, and park and ride users. While the area currently contains a small amount of retail and restaurant offerings, it is expected that these services will be expanded as the employment base grows.

NEIGHBORHOOD A cluster of multi-family residential housing is located to the south of the station. The neighborhood's curving streets, large blocks, and proximity to the wetlands currently hinder access to amenities and services. Enhanced pedestrian connections will allow residents of these medium- and high-density communities to better access the station and will serve to generate transit ridership.

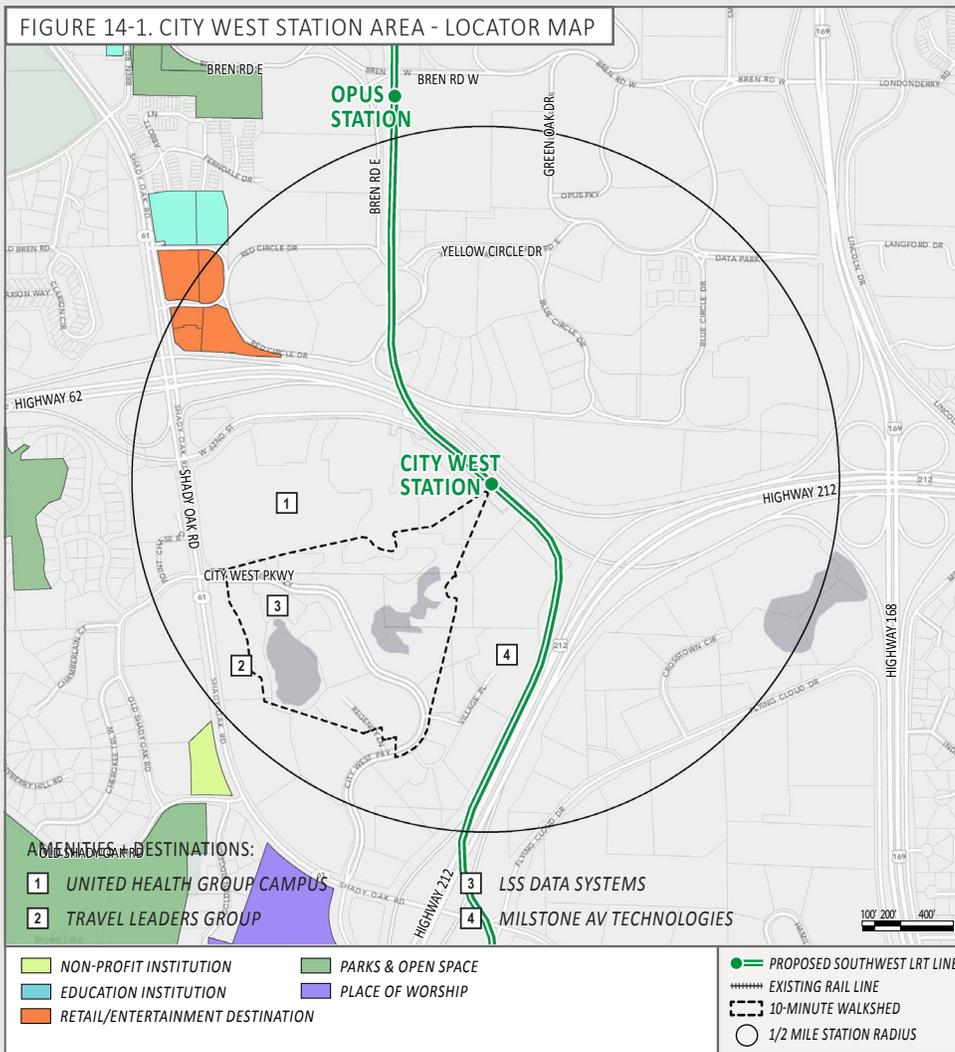
TRAIL CONNECTIONS Unlike many of the other stations along the corridor, the City West station does not currently provide direct access to a cycling or pedestrian trail system. The construction of the transit corridor and new campus creates an opportunity to establish new links to the existing trail networks north and south of the station area. This would connect the station to a cycling corridor that runs from Hopkins in the north to Eden Prairie Town Center in the south.

OTHER DESTINATIONS A nearly 200-stall park and ride lot is proposed to be located to the immediate south of the station.

Station Location

The City West station is located adjacent to the new United Health Group (UHG) campus, east of Shady Oak Road, south of Highway 62 and just west of Highway 212.

Access to the station is off W. 62nd Street. The proposed station platform is sited on the east side of the UHG campus, alongside Highway 62. This station is anticipated to serve the roughly 6,700 UHG employees as well as residents living in the neighborhood to the south of the UHG campus.



NOTE: 10-minute walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. See Glossary for walkshed assumptions and methodology.

CITY WEST STATION AREA TODAY:



Neighborhood retail



Existing commercial/retail



Local wetland



Existing residential condominiums



Typical existing commercial office



United Health Group Development

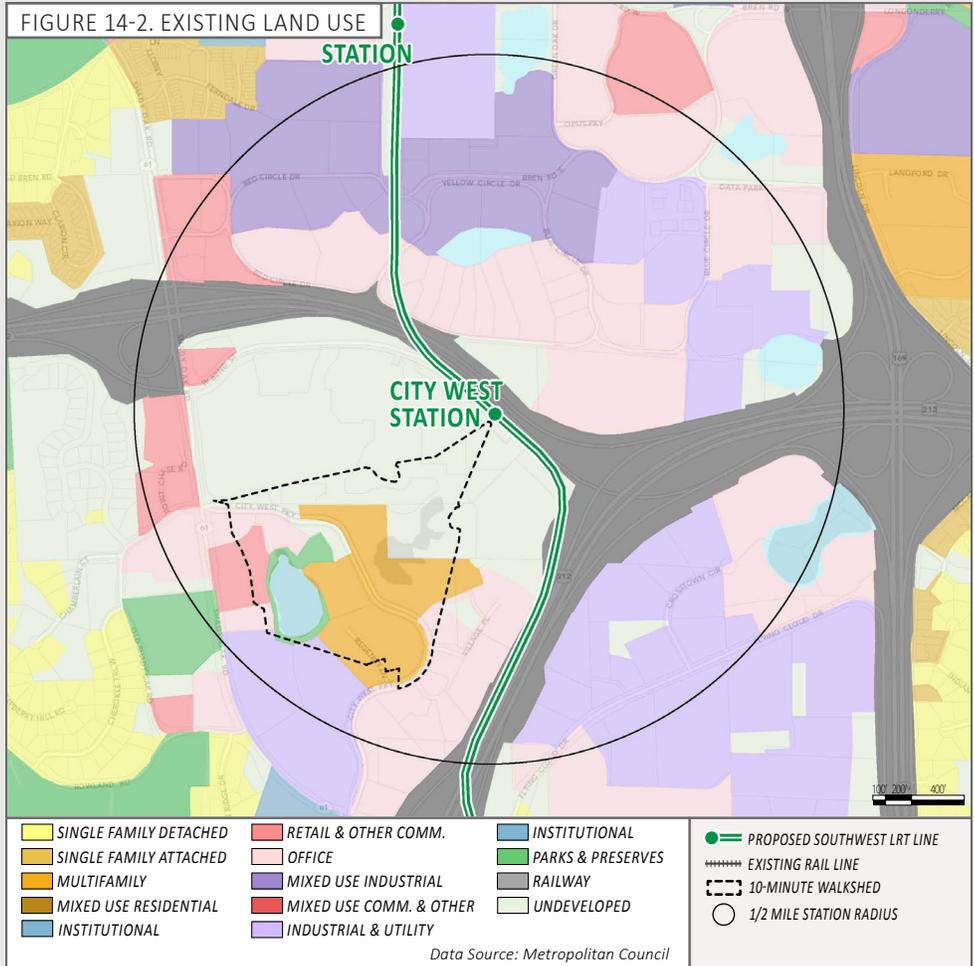
Where Are We Today?

The following section describes the station area's **EXISTING CONDITIONS**, including the local context, land uses, transit and transportation systems, pedestrian and bicycle facilities, assets, destinations, and barriers to accessing the station. This analysis of current conditions presents key issues and opportunities in the station area and informs the recommendations for future station area improvements.

NOTE: Existing conditions maps are based on data provided by Hennepin County and local municipalities. The data used to create each map is collected to varying degrees of accuracy and represents infrastructure and conditions at varying points in time. Actual conditions may vary slightly from what is shown.

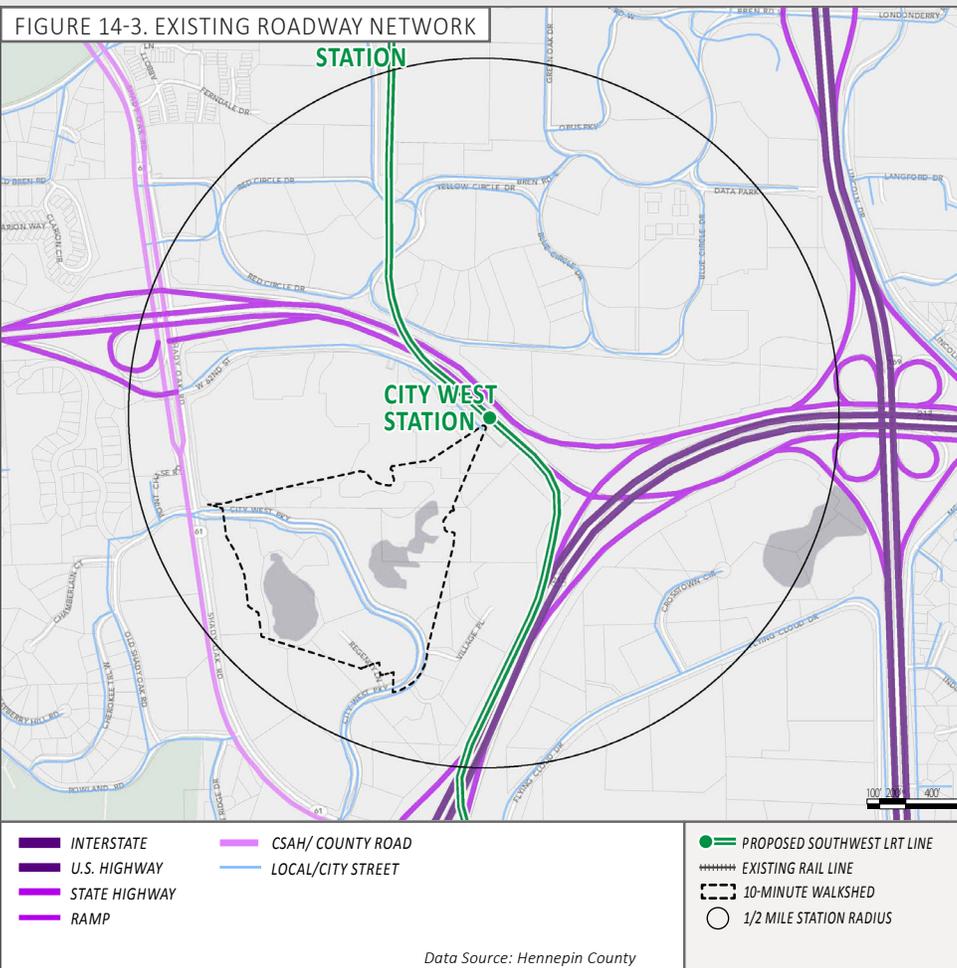
Land Use

The predominant land use in the City West station area is office. The UHG campus is a major employment center adjacent to the station. Other land uses in the area include a multi-family residential neighborhood to the south and a small commercial/retail area to the west, along Shady Oak Road.



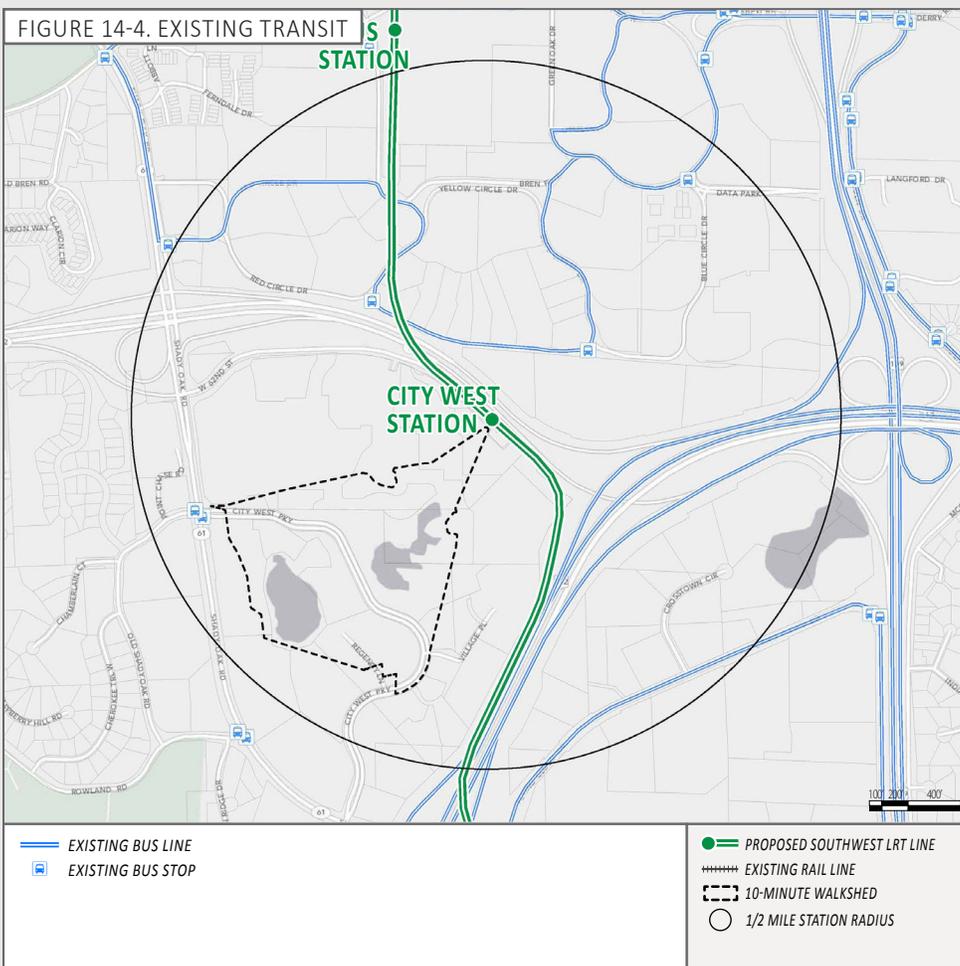
Roadway Network

The roadway network in the station area is very limited. The City West station is located at the end of W. 62nd Street. This road is the primary access road for the UHG campus. Other local roadways, south of the station, serve the multi-family residential neighborhood. These are limited and circuitous. The station is bounded by principal arterials – Highways 62 and 212. Shady Oak Road is located about a half-mile west of the station platform.



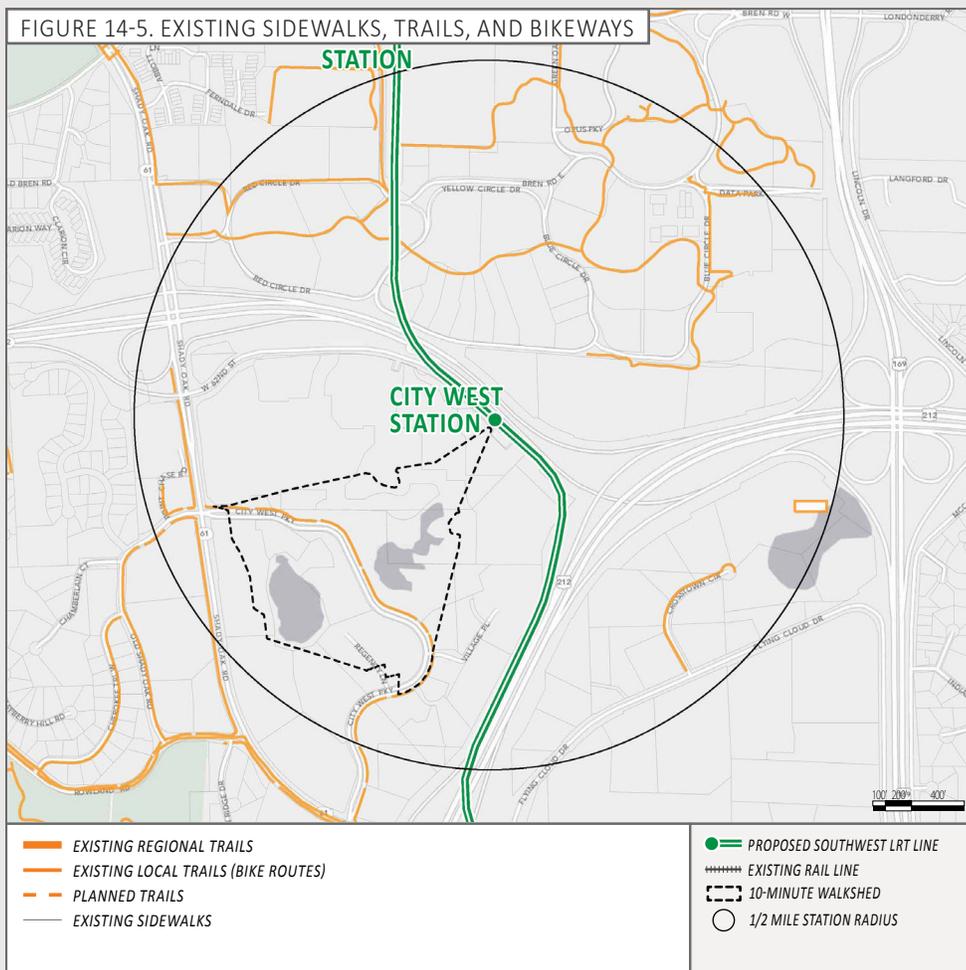
Transit

There are currently no bus routes serving the immediate station area. The closest bus stops to the station are located approximately half-mile west on Shady Oak Road.



Sidewalk, Trails and Bikeways

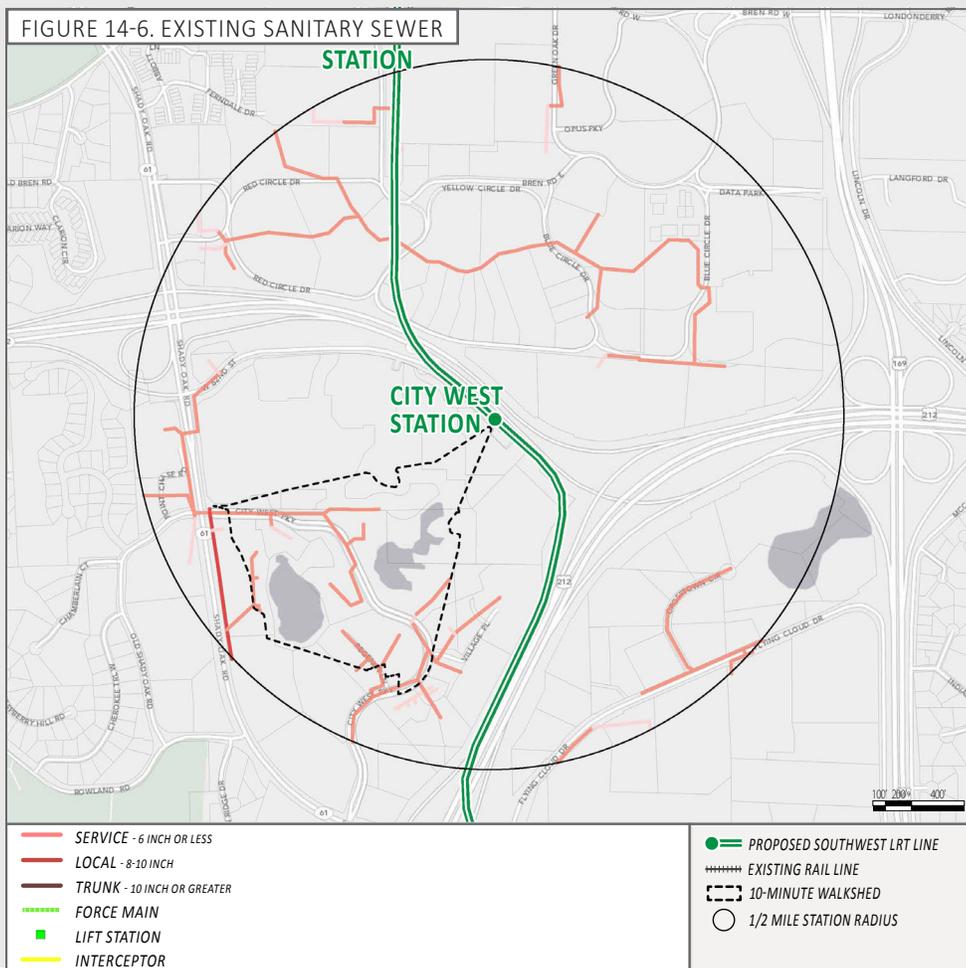
There is a lack of existing trails and sidewalks in the area today. City of Eden Prairie trail plans and the plans for the UHG campus indicate an extensive trail network at UHG connecting to the south through the campus and along Highway 212. Shady Oak Road has newly installed sidewalks and trails, providing good north-south connections.



Sanitary Sewer

Sanitary sewer infrastructure consists of a collection of gravity flow sewer mains, lift stations, and pressurized forcemains that transport sewage to a wastewater treatment plant (WWTP). An efficient collection system has the capacity to accommodate all of the existing land uses within its particular sewershed. Beyond capacity, the material and age of pipes within a system can also impact a system's effectiveness.

Sanitary sewer infrastructure within the project area is typically maintained by either the City of Eden Prairie or by the Metropolitan Council Environmental Services (MCES) Division. MCES maintains a series of interceptor trunk sewers which collect sewage at key locations and convey sewage across community boundaries to regional WWTPs. Wastewater from the station area is treated by the MCES Blue Lake WWTP located in Shakopee.



Water Main

Water main distribution systems serve to supply potable water to individual properties and to support fire suppression throughout the community. A well-designed system can maintain adequate pressure to support demand of individual properties and provide high flow rates to fire hydrants/fire suppression systems in emergency situations. Because of the complexity of water distribution networks and the importance of pressure, flow, and water quality, City water system models are used to evaluate a system's adequacy. The material and age of the system's water mains can also be factors in system breaks, leaks, and pressure and flow degradations.

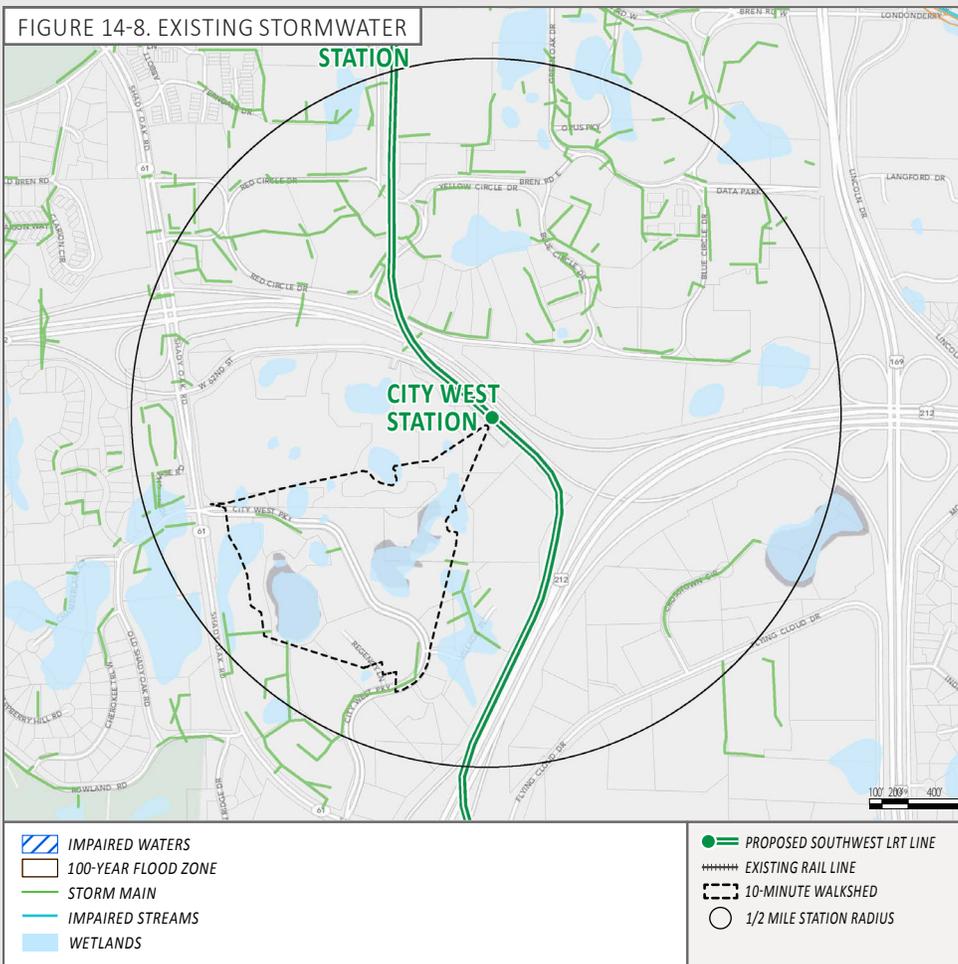
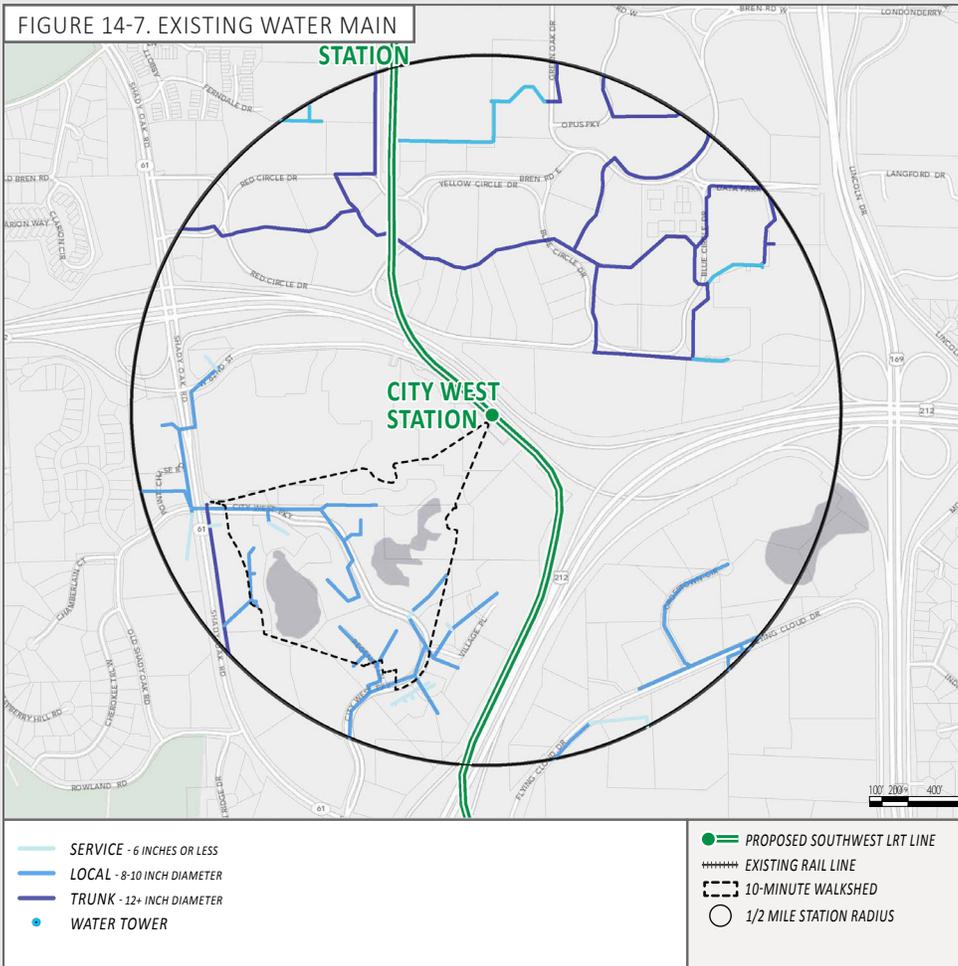
Water pressure and flow rates can be influenced by: the size of water main serving an area, proximity and elevation relative to a water tower, proximity to a trunk water main with high flow capacity, if the main creates a loop, the demand of adjacent land uses, and the condition of the main.

Stormwater

City West station is located within Nine Mile Creek Watershed District. Drainage from the southwest quadrant of the 10-minute walk zone is directed into stormwater wetlands and then to Bryant Lake which is impaired by nutrients and mercury. Drainage from the north half of the 10-minute walk zone is directed into stormwater wetlands, some of which ultimately discharge north into a reach of Nine Mile Creek which is impaired by chloride and fish biology. Drainage from the southeast quadrant is discharged into wetlands.

Discharging within one mile of impaired water may trigger additional Minnesota Pollution Control Agency NPDES (National Pollution Discharge Elimination System) requirements which require additional stormwater management. For impaired waters where a TMDL (Total Maximum Daily Load) has been approved, these requirements may increase further.

Any development/redevelopment that occurs as a result of constructing this station is anticipated to improve the existing drainage conditions as a result of enforcing the City and the watershed requirements.



Where Are We Going?

The plans and diagrams on the following pages illustrate a range of recommendations for infrastructure improvements, station amenities, and potential redevelopment opportunities within the station area.

The ACCESS AND CIRCULATION PLAN shown in Figure 14-9 provides a high level view of how future transit, automobile, bike, and pedestrian systems will connect to the station area and its surroundings.

Figure 14-10 illustrates the STATION AREA IMPROVEMENTS that will facilitate access to and from the station and catalyze redevelopment in the station area (Note: As there are no long-term improvements recommended for this station area, all of the improvements below are targeted for opening day in 2018. These recommendations represent the improvements necessary to enhance the efficient function of the transit station, roadways, pedestrian and bicycle connections, and transit connections on opening day in 2018).

Station Area Improvements

The discussion below outlines a range of future station area improvements. While some of the identified improvements may be constructed as part of the LRT project itself, other improvements must be funded, designed and constructed by other entities and will require coordination between the City, County, and Metro Transit as well as local stakeholder and community groups.

PEDESTRIAN CONNECTIONS

Opening Day Improvements:

- » Develop a new direct path connection between the City West station and City West Parkway to the south.
- » Ensure a higher level of amenity on new paths and initiate path improvements throughout the existing network including pedestrian-oriented lighting to enhance the walk.
- » Develop a station plaza between the station and the UHG campus to act as a transition between the station and office uses. Explore the potential to animate the space through the use of programming and public art.
- » Locate wayfinding signage at the station plaza and key decision-making points along the path network away from the station to direct people to area destinations.
- » Develop a broad pedestrian connection between the north end of the station platform and UHG buildings with highly visible, pedestrian priority crossing points.
- » Ensure all new streets include sidewalks to support pedestrians.

BIKE CONNECTIONS

Opening Day Improvements:

- » Provide bike parking in the station plaza where it is highly visible and accessible to trail users.
- » Explore the potential for bike share facilities at the station and key destinations away from the station such as the UHG campus to the north of the highway to support riding between area businesses.

- » Construct a multi-use trail adjacent to the LRT line along Highways 62 and 212 to Shady Oak Road.

Long-Term Improvements:

- » Connect the trail network at Opus station with the planned UHG trail network to the south and west of the station.

KISS AND RIDE

Opening Day Improvements:

- » Develop a Kiss and Ride / Shuttle loop convenient to the south of the pedestrian plaza so that passengers can exit directly onto the plaza. Ensure that Kiss and Ride loop is designed to accommodate full-size buses and fire trucks.

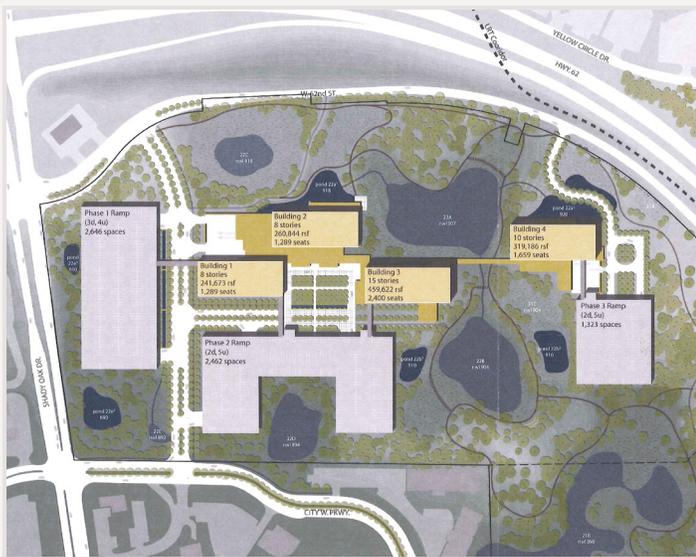
PARK AND RIDE

Opening Day Improvements:

- » Build the Park and Ride lot, incorporating street trees and plantings to enhance the image of the facility from the highway and improve pedestrian comfort.



Pedestrian connections to the station



United Health Group Headquarters - Proposed Office PUD

Key Considerations for Change and Development Over Time

Development at the United Health Group (UHG) Campus should seek to orient towards and address the station while preserving key trail connections to the north and south. Key considerations should include:

BUILT FORM AND LAND USE

- » Orient new buildings so that they face onto and help to animate the station.
- » Locate active uses such as cafeteria space, coffee shops, or convenience retail in proximity to the station and orient those uses where possible so that they can contribute to activity around the station platforms.
- » Locate and orient the UHG parking ramp and proposed park and ride facility to preserve space for a generous path connection south to City West Parkway.
- » Ensure that the design of the park and ride facility preserves opportunities for active uses that can serve station users, provide amenity for employees of UHG, and help to animate the station area.
- » Orient Building 4 of the UHG Campus towards the station in order to enhance access for employees and visitors arriving via the station.
- » Create a positive image of the campus and LRT corridor from the highway by designing the park and ride to reflect the characteristics of more active building types by screening diagonal ramps and parked cars through use of walls, windows, parapets or unique architectural features. Explore opportunities for the integration of public art that would be visible from the highway.

PUBLIC REALM

- » Introduce a public plaza adjacent to the station to provide spill-out space for potential active uses at the base of the park and ride and act as a receiving point for passengers walking to the station from the UHG campus or transferring to the LRT by bus, bike, or car.
- » Design the plaza space to balance all users including cyclists passing through the station area traveling between the Opus and Golden Triangle station areas, pedestrians walking from the park and ride to the station platforms, and employees traveling between the UHG campus and the station.

MOBILITY

- » Connect the proposed trail from Opus to Golden Triangle station to the network of campus-wide trails.
- » Develop a direct pedestrian connection between the station platform and UHG entrance with enhanced, highly visible pedestrian crossings where the pathway crosses driveways.

STATION AMENITIES (Beyond SW LRT Base Project Scope)

Opening Day Improvements:

- » Wayfinding – include signage and wayfinding near the station area platform, the park and ride facility and along trails near the station.
- » Seating – provide comfortable and durable seating near the station platform and at the park and ride facility.
- » Lighting – provide adequate lighting for the safety of pedestrians, bicyclists, and motorists near the station platform, at the park and ride facility, near the kiss and ride drop-off, and along trails in the station area.
- » Plaza – provide a small public plaza area near the station platform to provide transit users with a paved queue area to wait for LRT trains and move about the station area.
- » Bike Facilities – provide bicycle parking, lockers, and bike share facilities in a highly visible area near the station platform.
- » Public Art – provide public art in the station area.

POTENTIAL DEVELOPMENT

Opening Day Improvements:

- » The City West station has strong short-term development potential because of United Health Group's plans for building a major headquarters facility at the station. Much of this development is already completed.
- » Beyond the United Health Group development, there is little other opening day development potential in the City West station area.

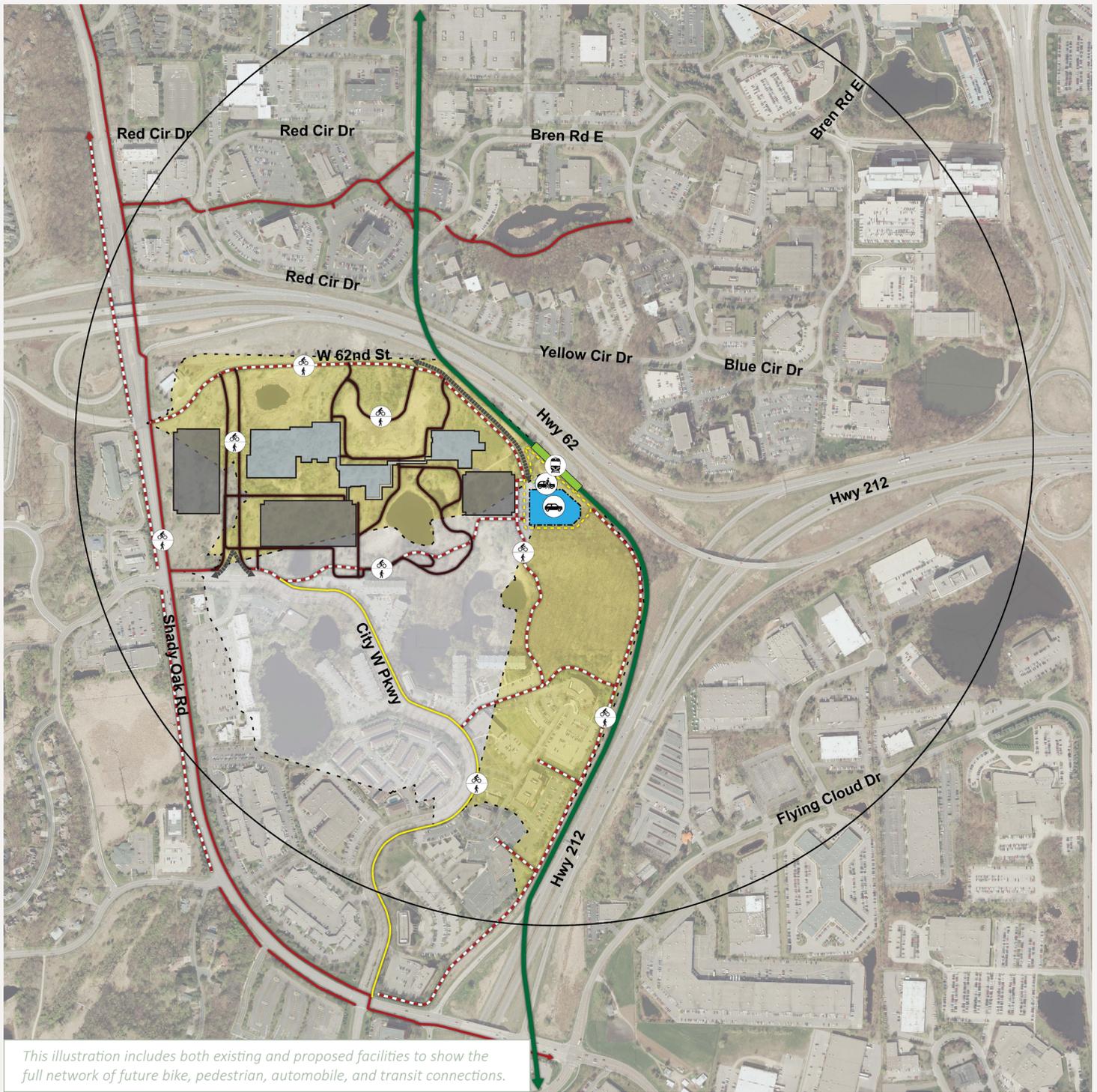
UTILITIES

- » See the "Station Area Utility Plan" beginning on page 14-14 for all utility recommendations.

FIGURE 14-9. ACCESS + CIRCULATION PLAN

WHERE ARE WE GOING?

CITY WEST

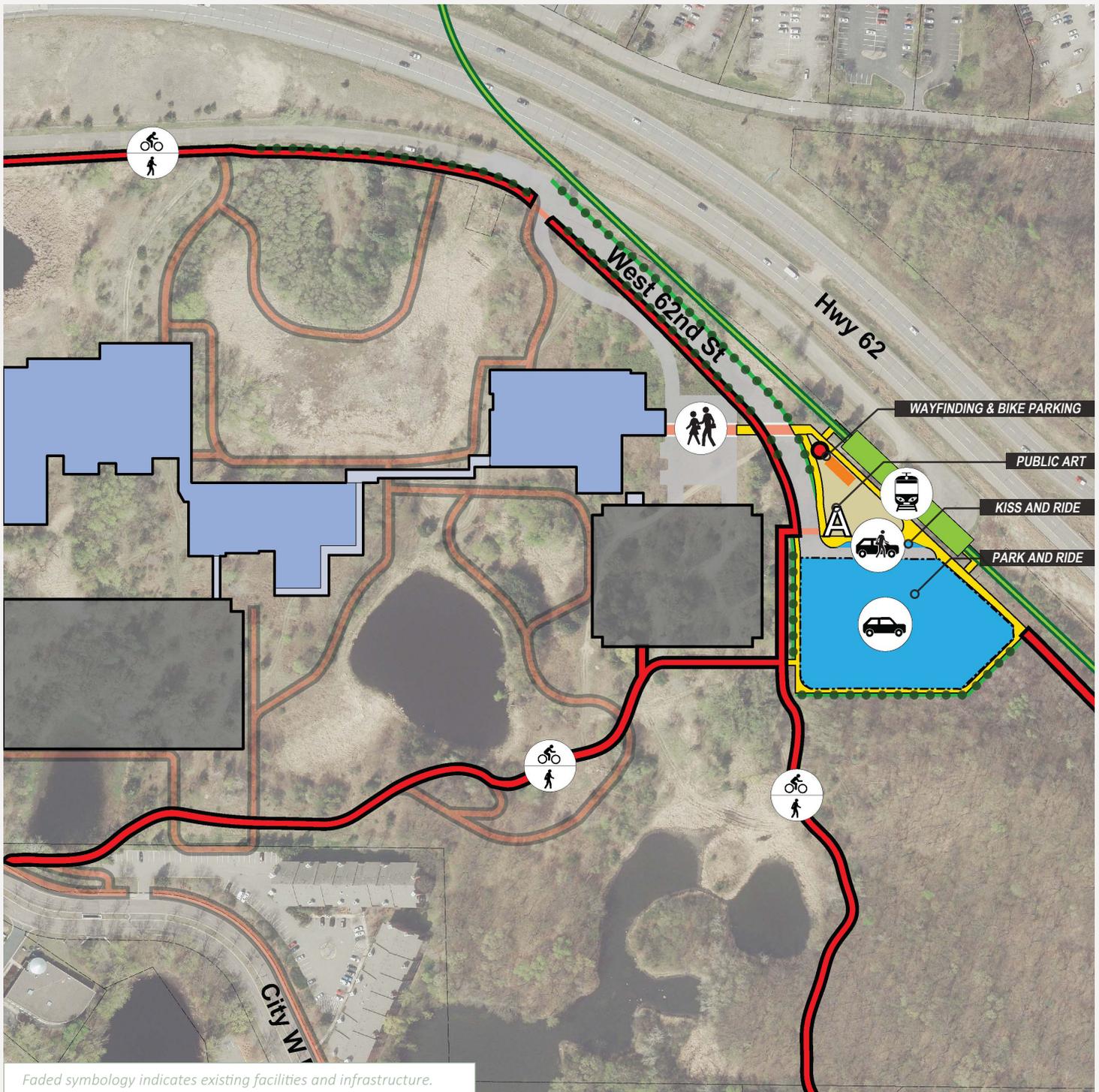


This illustration includes both existing and proposed facilities to show the full network of future bike, pedestrian, automobile, and transit connections.

- | | | | | | | | |
|--|---------------|--|-------------------|--|---|--|--|
| | LRT PLATFORM | | FREIGHT LINE | | EXISTING PEDESTRIAN CONNECTION | | PROPOSED(DASHED) PEDESTRIAN CONNECTION |
| | LRT LINE | | NEW ROADWAY | | EXISTING BIKE CONNECTION | | PROPOSED(DASHED) BIKE CONNECTION |
| | BUS STOP | | KISS AND RIDE | | EXISTING MULTI USE CONNECTION | | PROPOSED(DASHED) MULTI USE CONNECTION |
| | PARK AND RIDE | | EXISTING WALKSHED | | FUTURE WALKSHED (WITH TSAAP IMPROVEMENTS) | | PRIVATE WALKS & TRAILS |

NOTE: Existing walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. Future walkshed incorporates all proposed improvements to the sidewalk/trail network. Walksheds are based on GIS modeling and available sidewalk/trail information- and may not reflect exact on-the-ground conditions. See Glossary for detailed explanation of walkshed assumptions and methodology.

FIGURE 14-10. STATION AREA IMPROVEMENTS



Faded symbology indicates existing facilities and infrastructure.

- | | | | | | | | |
|--|--------------|--|-------------------------------------|--|-------------------------------------|--|----------------------------|
| | LRT PLATFORM | | NEW SIDEWALK / SIDEWALK IMPROVEMENT | | NEW ROADWAY | | BIKE PARKING |
| | FREIGHT LINE | | ON STREET BIKE INFRASTRUCTURE | | STREETSCAPE | | WAYFINDING |
| | BUS STOP | | MULTI-USE PATH | | PARK AND RIDE | | PUBLIC ART OPPORTUNITY |
| | BUS SHELTER | | NEW CROSSING / CROSSING IMPROVEMENT | | KISS AND RIDE | | POTENTIAL DEVELOPMENT SITE |
| | | | NEW SIGNALIZED INTERSECTION | | PLAZA SPACE / BUILDING SETBACK AREA | | |

Opening Day Improvements

The following tables and diagrams outline the proposed improvements to be implemented in advance of SW LRT's opening day in 2018. Table 14-1 and Figure 14-11 show opening day improvements that are part of the SW LRT anticipated base project scope; these improvements will be part of the overall project cost for construction of the LRT line. Table 14-2 and Figure 14-12 include opening day improvements that are recommended as part of the Southwest Corridor Investment Framework and are beyond SW LRT's anticipated base project scope. Table 14-3 (also shown in Figure 14-12) includes locally requested "betterments"- or improvements that cities have requested to be included in the base project scope pending funding availability.

TABLE 14-1. SOUTHWEST LRT ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
A	LRT Platform	Along west side of SH 62, east of the UHG campus buildings	Includes related LRT infrastructure
B	Park and Ride	Adjacent to station platform	190 stall surface park and ride lot includes lighting and access to station platform
C	Kiss and Ride	Within park and ride lot	Pullout dropoff area and turnaround
D	Roadways	From 62nd Street to park and ride lot	New access road connecting park and ride lot to 62nd Street
E	Sidewalk/Trail	Along new access road	Sidewalk along south side of road
F	Bike Facilities	Near station platform	Allowance for bike storage
G	Wayfinding	Near station platform	Allowance
H	Landscaping	Near station platform	Allowance (includes park and ride lot)
I	Water*	Near station platform	New water service and fire hydrant to station
J	Utilities*	Project limit area	Adjustment of existing utilities
K	Stormwater management*	Near station platform and park and ride lot	Allowance

Note: Anticipated Southwest LRT Base Project Scope as of December 2013 (subject to change)

* Improvement not symbolized on opening day figures (exact location to be determined as part of the base project scope)

TABLE 14-2. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES	PRIORITY
1	Sidewalk/Trail	Along W. 62nd Street	Multi-use trail along south side of road	Primary
2	Sidewalk/Trail	From west side of station platform area west to City West Pkwy	Multi-use trail connection	Primary
3	Sidewalk/Trail	From west side of station platform area south to City West Pkwy	Multi-use trail connection	Secondary
4	Bike Facilities	Near station platform	Bike parking, lockers and bike share facilities (beyond SPO improvements)	Primary
5	Wayfinding	Station platform	Signage and wayfinding (beyond SPO improvements)	Primary

TABLE 14-3. SOUTHWEST LRT LOCALLY REQUESTED BETTERMENTS - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
B1	Sidewalk/Trail	From east side of station platform area south to Shady Oak Rd	Multi-use trail connection
B2	Public Plaza	Adjacent to station platform	Includes paving, landscaping, seating, lighting and signage (beyond SPO Improvements)
B3	Public Art	Station area	Public art (beyond SPO Improvements)

FIGURE 14-11. SOUTHWEST LRT ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS

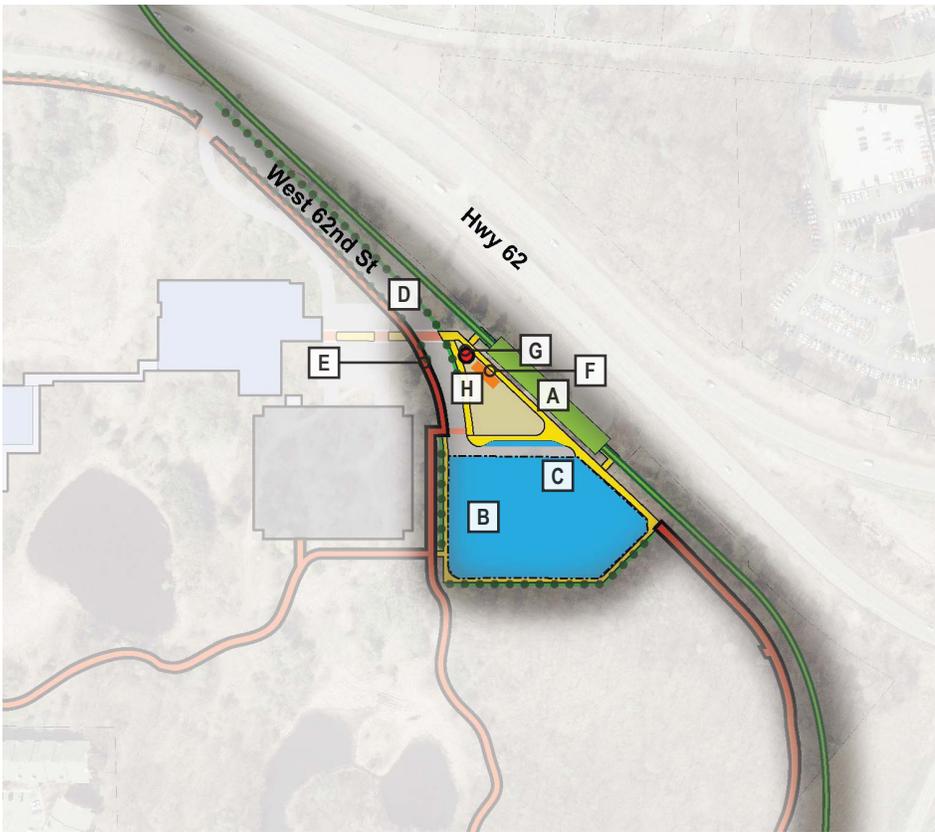
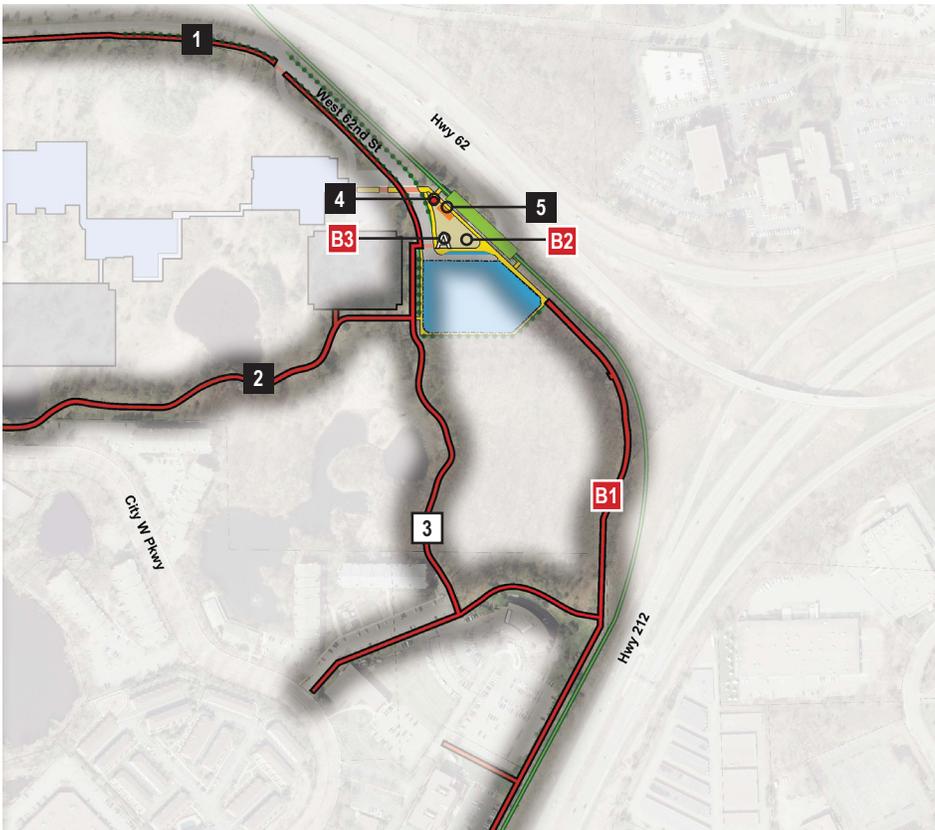


FIGURE 14-12. SW CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS + BETTERMENTS



PRIMARY PRIORITY # SECONDARY PRIORITY B LOCALLY REQUESTED BETTERMENT

Station Area Utility Plan

OVERVIEW

The station area utility plan and strategies recommended below were developed by considering future transit-oriented development within the station area, as depicted by the Station Area Improvements Plan (Figure 14-10). Eden Prairie will need to apply these localized recommendations to the city wide system to ensure that the potential development/redevelopment will not be limited by larger system constraints. Existing models or other methods can be used to check for system constraints in the station areas.

Eden Prairie should also consider reviewing the condition of their existing utilities in the station development area. The station construction would provide Eden Prairie an opportunity to address any utilities needing repairs. Once the larger system has been reviewed for system constraints, Eden Prairie will be able to accurately plan for necessary utility improvements in their city Capital Improvement Program (CIP). All utilities located beneath the proposed LRT rail or station platform should be encased prior to the construction of these facilities. The cost associated with encasing these facilities is assumed to be a project cost and are not included in potential improvements identified for City CIPs.

APPROACH

Utility improvement strategies are outlined in this report for the ultimate station area development (2030), as well as improvements which should be considered prior to opening day anticipated in 2018. Although recommendations are categorized in one of these two timeframes, Eden Prairie should weigh the benefits of completing more or less of these improvements as land becomes available for future development. Eden Prairie should take the utility analysis a level further and model future utilities in their city utility system models.

The proposed development and redevelopment areas were evaluated based on Metropolitan Commission Sewer Availability Charge (SAC) usage rates and estimated flows. Estimated flows for one possible development scenario in this area indicate that internal to the station area, no more than eight inch pipe are necessary to serve the mix of proposed and existing development. Each utility system should still be reviewed to identify capacity and demand constraints to the larger system associated with increase in flows from the proposed developments and existing developments in the area. Eden Prairie should anticipate the construction of new municipal utilities in conjunction with new or realigned roadways.

GENERAL RECOMMENDATIONS - SANITARY SEWER

Sanitary sewer recommendations for station area improvements include opportunities for Eden Prairie to improve the existing sanitary sewer network, without necessarily replacing existing sanitary sewers. When recommendations for “improving” existing sanitary sewer are noted, Eden Prairie should consider the level to which each specific sewer should be improved. Methods of improvement could include: lining the existing sewer, pipe joint repair, sewer manhole repair, relocation, and complete replacement.

The following items should be evaluated prior to opening day of the station, although action may not be required until necessary for development:

- » Televising existing sewer mains in the station area and proposed development area to determine the condition of the sewer mains, susceptibility for backups or other issues and evaluate for Infiltration and Inflow (I&I).
- » Locations of known I&I. If previous sewer televising records, city maintenance records, or an I&I study have shown problems, the city should consider taking measures to address the problem.
- » The age and material of existing gravity and/or forcemain sanitary sewer in the identified station area. If the lines are older than the material’s typical design life or materials which are susceptible to corrosion relative to soils in the area, the city should consider repairing, lining or replacing the mains.
- » Locations of known capacity constraints or areas where city sewer models indicate capacity issues. If there are known limitations, the city should further evaluate the benefit of increasing pipe sizes.
- » City sewer system models (existing and future). A review of these models with future development would assist Eden Prairie in determining if sewers in the project area should be increased to meet existing or future city system needs.
- » Existing sewer pipes should be relocated or encased in areas where they cross or are immediately adjacent to the LRT line/station.

GENERAL RECOMMENDATIONS - WATER MAIN

Water main recommendations for station area improvements also include opportunities for Eden Prairie to improve the existing water system network. Creating loops in the network can help prevent stagnant water from accumulating along water main stubs, and creating loops of similar sized water main provides the city a level of redundancy in their water network. Redundancy helps reduce the impacts to the community during system repairs, and also helps stabilize the pressure in the network.

The following items should be evaluated prior to opening day of the station, although action may not be required until necessary for development:

- » The age and material of the existing mains in the identified station area. If the mains are older than the materials typical design life or materials which are susceptible to corrosion relative to soils in the area, the city should consider replacing the main.
- » Locations of previous water main breaks. If water main breaks repeatedly occur in specific areas, the city should consider replacing or repairing the main.
- » Locations with known water pressure issues or areas where city model indicate low pressure. If there are known limitations (for either fire suppression or domestic uses), the city should further evaluate the benefit of increasing main sizes.
- » Locations with known or potential water quality issues. If there are mains known to be affecting the water quality (color, taste, odor, etc.) of their system, Eden Prairie should consider taking measures to address the problem affecting water quality.
- » City water system models (existing and future). A review of these models with future development would assist Eden Prairie in determining if mains in the project area should be improved to meet existing or future city system needs based on demand constraints.
- » Existing water main pipes should be relocated or encased in areas where they cross or are immediately adjacent to the LRT line/station.

GENERAL RECOMMENDATIONS – STORM SEWER

Local storm sewer improvements are recommended to be completed in conjunction with other improvements in the station area. Improvements which will likely require storm sewer modifications include: roadway realignments, roadway extensions, and pedestrian sidewalk/street scape improvements. Storm sewer improvements may consist of: storm sewer construction, manhole reconstruction, drain tile extensions, storm sewer relocation, and complete replacement. These local storm sewer improvements are included as part of the overall cost of roadway and streetscape improvements recommended in this plan. Where roadway/streetscape improvements are part of the SW LRT anticipated base project scope, associated storm sewer improvements are assumed to be a project cost. Eden Prairie should also consider coordinating with the local watershed district and other agencies to review the condition of and capacity of existing trunk storm sewer systems serving more regional surface water needs.

NOTE: No site specific utility needs have been identified for this station beyond these general utility recommendations and utility improvements identified as part of the SW LRT Anticipated Base Project Scope (see Table 14-1). As such, no diagram is provided for the station area utility plan. General utility recommendations should be reviewed prior to site construction.

STORMWATER BEST MANAGEMENT PRACTICES

There are numerous stormwater best management practices (BMPs) that can be used to address stormwater quality and quantity. As part of this project, BMP guides were developed for four stations (Royalston, Blake, Shady Oak, and Mitchell) which exemplify the range of development intensity and character in the urbanized environment along the Southwest LRT Corridor. The recommendations and practices identified in each of the four BMP guides are applicable to various stations along the corridor.

Potential stormwater management strategies for this station area may be similar to those shown in the BMP guide for the Mitchell station (see p. 18-24). Eden Prairie should consider implementing applicable best management practices similar to those in the Mitchell station BMP guide. Stormwater management recommendations should be constructed in conjunction with public and private improvements and future development/redevelopment in the station area.

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