



# BELT LINE STATION

## CITY OF ST. LOUIS PARK

SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK  
TRANSITIONAL STATION AREA ACTION PLAN



Hoisington Koeigler Group Inc.



**SOUTHWEST LRT**  
community works  
[www.swlrtccommunityworks.org](http://www.swlrtccommunityworks.org)





## 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 7-2

A brief overview of the station location and its surroundings

### WHERE ARE WE TODAY? 7-4

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

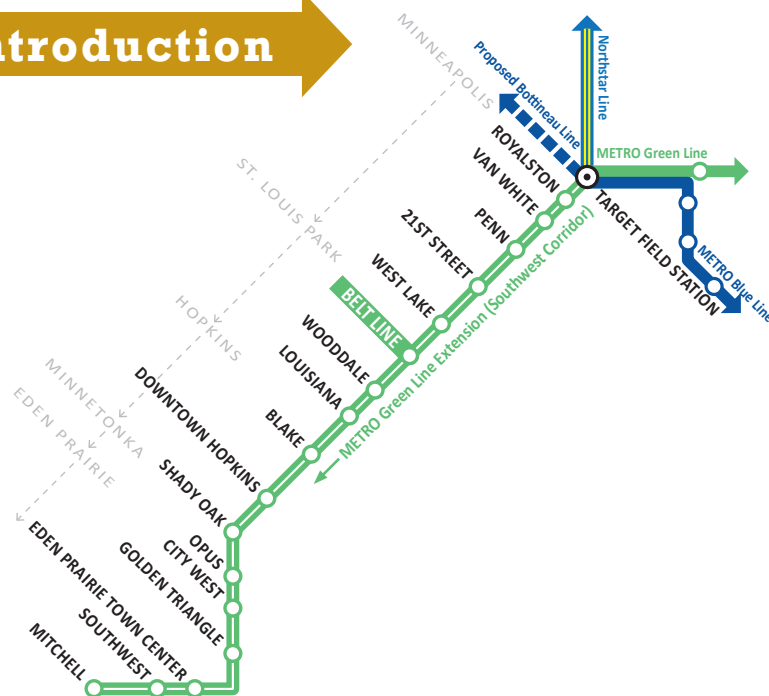
- » Land Use
- » Transit Connections
- » Access + Circulation Issues (Bike, Ped, and Auto)
- » Infrastructure Needs

### WHERE ARE WE GOING? 7-8

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



### BELT LINE STATION WITHIN THE CORRIDOR:

A mixed employment and residential district with great access to areas north and south of the corridor

**NEIGHBORHOODS** While the Belt Line station area today is comprised predominantly of employment uses, its relationship to great open space amenities and proximity to the established mid-rise neighborhood at Excelsior & Grand position it to develop into a mixed-use Urban Village (see Place Types discussion beginning on p. 1-19) over time. To the north of the station, the Triangle neighborhood is a diverse area comprised of low- and mid-rise apartments as well as single-family homes. South of the station, the Wolfe Park neighborhood includes mid-rise residential uses abutting Bass Lake Preserve and a new urban neighborhood at Excelsior & Grand.

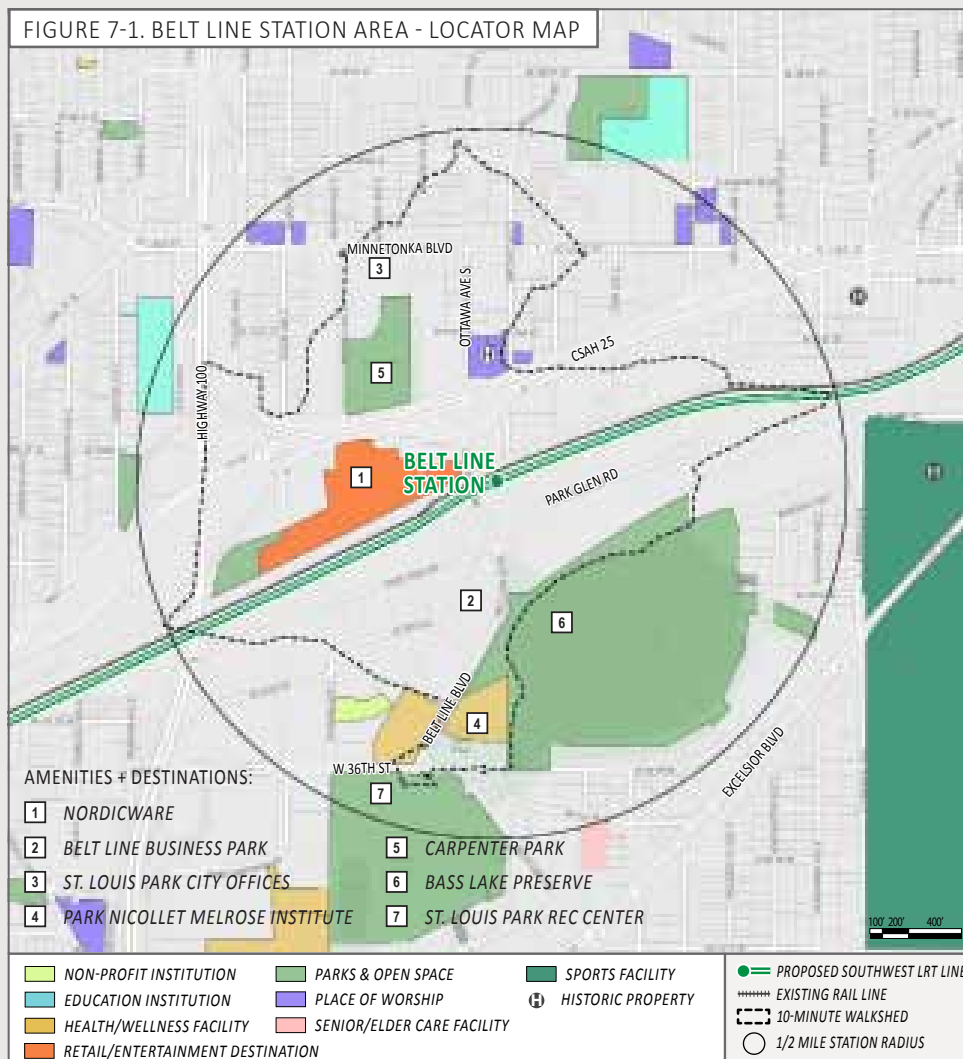
**EMPLOYMENT** The area contains a range of small industrial, warehouse, manufacturing, and office uses located primarily along the rail and highway corridors. While these businesses currently take advantage of the strong highway access, there is the potential that over time they will increasingly orient towards the LRT and redevelop with higher density employment and residential uses.

**RECREATIONAL DESTINATION** To the south of the station, less than a half-mile along Belt Line Boulevard is the St. Louis Park Rec Center. The center is a significant city-wide destination and contains two ice sheets, an outdoor water park, and a banquet room.

**TRAIL CONNECTIONS** The Cedar Lake LRT Regional Trail passes through the station area, along the LRT corridor. There are a number of locations at the edge of or just outside a comfortable walking distance from the station including the Rec Center and Excelsior & Grand development to make the station an important cycling destination.

**HERITAGE, ARTS & CULTURE** National Register listed/eligible historic properties in this station area include the Peavey-Haglin concrete grain elevator.

FIGURE 7-1. BELT LINE STATION AREA - LOCATOR MAP



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.

## Station Location

The Belt Line station is envisioned as one of the major hubs along the SW LRT line. It is located along Belt Line Boulevard, an important employment area and north-south connection in St. Louis Park. It is also located along the Cedar Lake LRT Regional Trail, an important multi-use regional trail, connecting commuters and recreational users to Minneapolis (east) and Hopkins (west). The area is comprised of a mix of land uses, including office, light industrial, residential, commercial/retail, multi-family housing, civic, recreational, parks and open space. Nearby destinations include the St. Louis Park Rec Center, City Hall, Excelsior & Grand, Nordic Ware campus, Park Nicollet Melrose Institute, Wolfe Park, and Bass Lake Preserve. Numerous businesses are located near the transit station and these are expected to generate transit ridership. This station is also expected to serve residents of local neighborhoods, including Wolfe Park, Triangle, and Minikahda Oaks.

### BELT LINE STATION AREA TODAY:



Highway 25 access via Belt Line Blvd



Existing office south of LRT alignment



Existing housing



Cedar Lake LRT Regional Trail



Cedar Lake LRT Regional Trail / Belt Line Boulevard crossing



Existing industrial building (Nordic Ware)

## 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

Land uses in the Belt Line station area include a significant amount of industrial, light industrial, and office uses along the south side of County State Aid Highway (CSAH) 25 and west of Belt Line Boulevard. Commercial and residential uses also exist in the station area. Residential densities and housing types vary from single-family detached to high-density multi-family. There is also a significant amount of park and open space land in the station area, including Wolfe Park, Carpenter Park, and Bass Lake Preserve. A vacant parcel of land owned by the Hennepin County Regional Rail Authority is adjacent to the proposed station platform to the south.

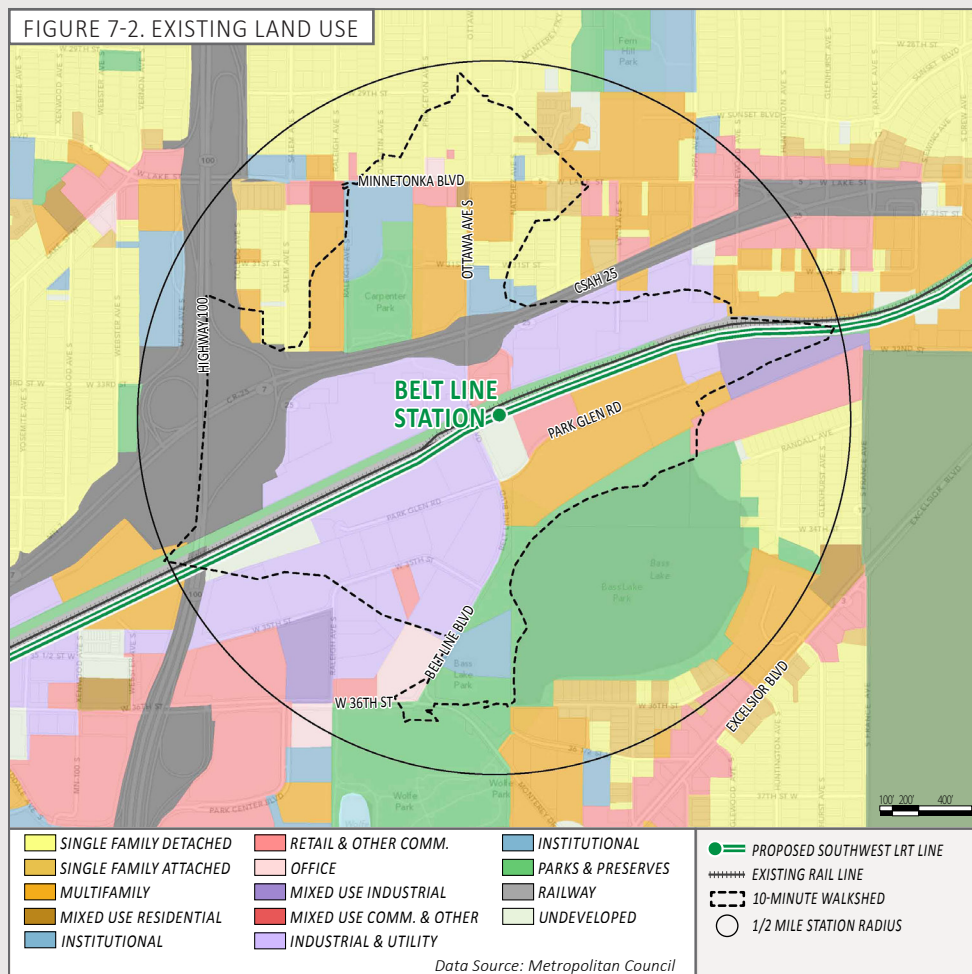
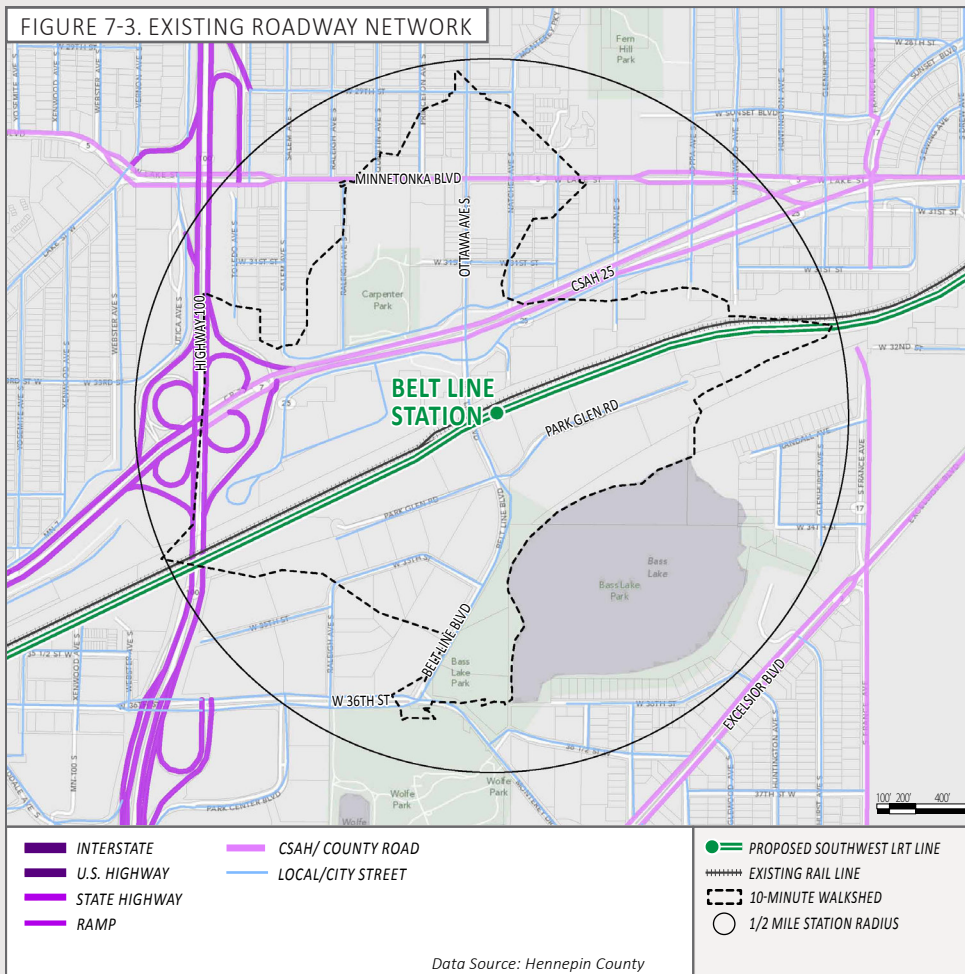




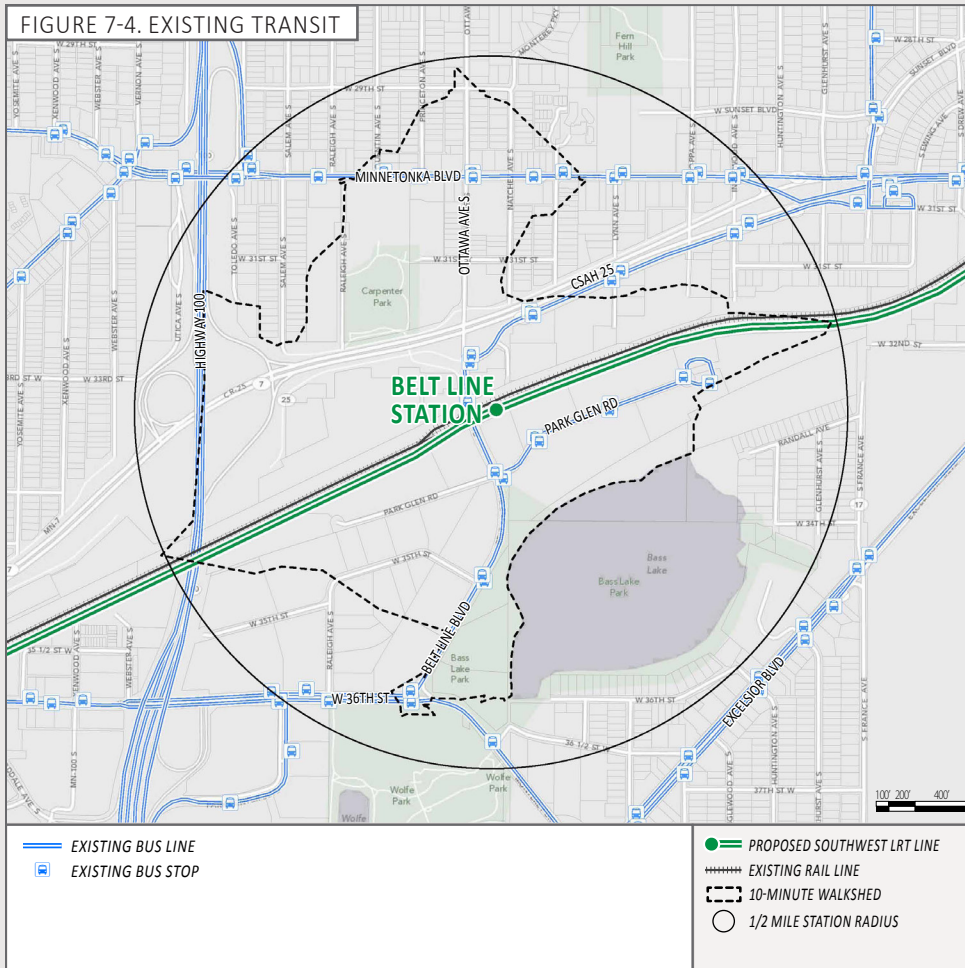
FIGURE 7-3. EXISTING ROADWAY NETWORK



## Roadway Network

The roadway network in the Belt Line station area is limited (particularly south of CSAH 25) and very auto-oriented. Large super-blocks are created by the limited roadway network, making it challenging for pedestrians to move about in the station area. Belt Line Boulevard is an important north-south connector in St. Louis Park, where few of these connections exist. Belt Line Boulevard runs adjacent to the proposed station platform, so it will be the lifeline to the station. The station is also served by CSAH 25, an east-west arterial roadway, and State Highway 100, a principal arterial running north-south, within a half-mile of the station platform. Other important roadways within the station area include W. 36th Street, Minnetonka Boulevard, and Excelsior Boulevard. Each of these roadways are important commercial corridors in the area. Park Glen Road, a local street, runs east-west, near the Belt Line station and provides important access to existing homes and businesses.

FIGURE 7-4. EXISTING TRANSIT



## Transit

Existing bus routes run along Belt Line Boulevard, CSAH 25, Minnetonka Boulevard, and Park Glen Road. The area is served by Routes #17 and #681.

Existing bus stops are located along Belt Line Boulevard (at Park Glen Road and the CSAH 25 frontage road).

## Sidewalk, Trails and Bikeways

There are very few sidewalks near the Belt Line station area, due to large block sizes and industrial land uses. North of CSAH 25 the sidewalk network is complete, however, this system is cut off by CSAH 25 and few sidewalks exist south of this roadway. The trail system in the area is fairly robust, with the Cedar Lake LRT Regional Trail being the centerpiece of the trail system. Cedar Lake LRT Regional Trail is a busy commuter and recreational user trail. Today, conflicts exist between Cedar Lake LRT Regional Trail users and Belt Line Boulevard motorists, causing delays for both users and potential safety issues.

A system of multi-use trails connects nearby parks, open space preserves, and neighborhood amenities. One of these runs along the east side of Belt Line Boulevard. This trail connects to trails at Bass Lake Preserve and Wolfe Park. The trail system passes over CSAH 25 on a pedestrian/bike bridge located just south of Carpenter Park.

## 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. Besides 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 St. Louis Park 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 Metro WWTP located in St. Paul.

FIGURE 7-5. EXISTING SIDEWALKS, TRAILS, AND BIKEWAYS

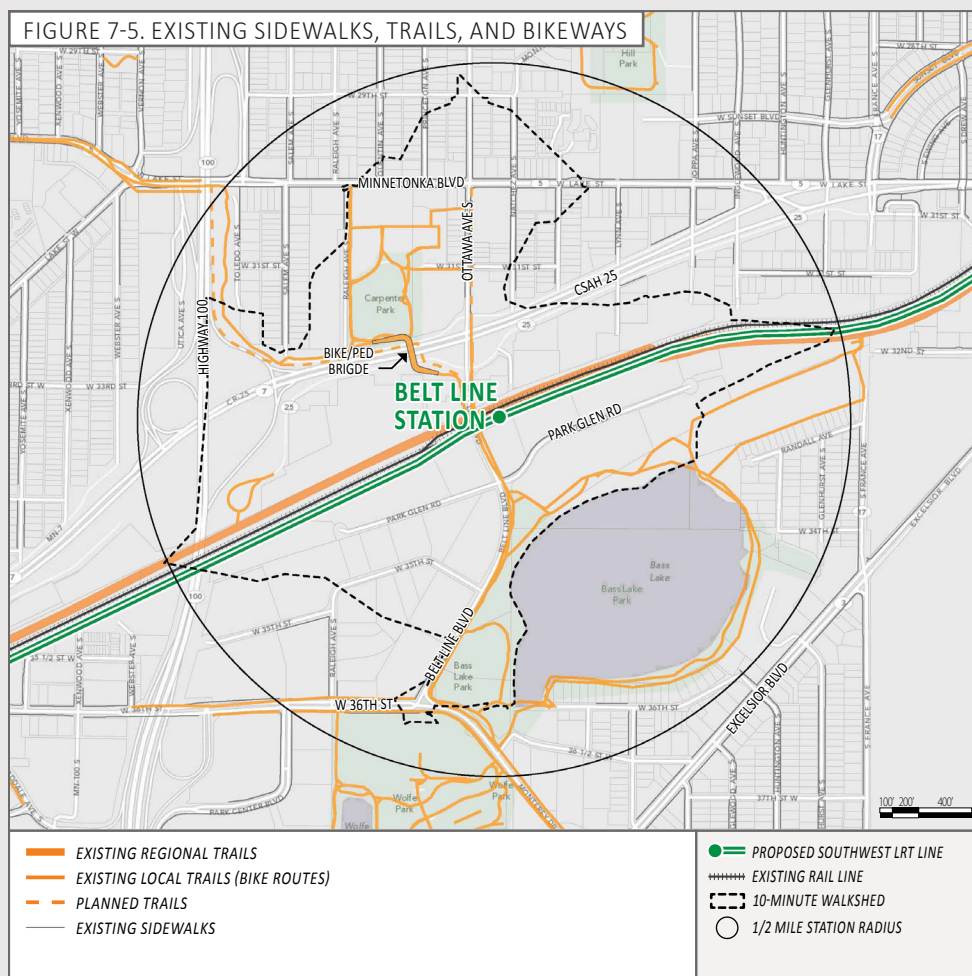


FIGURE 7-6. EXISTING SANITARY SEWER

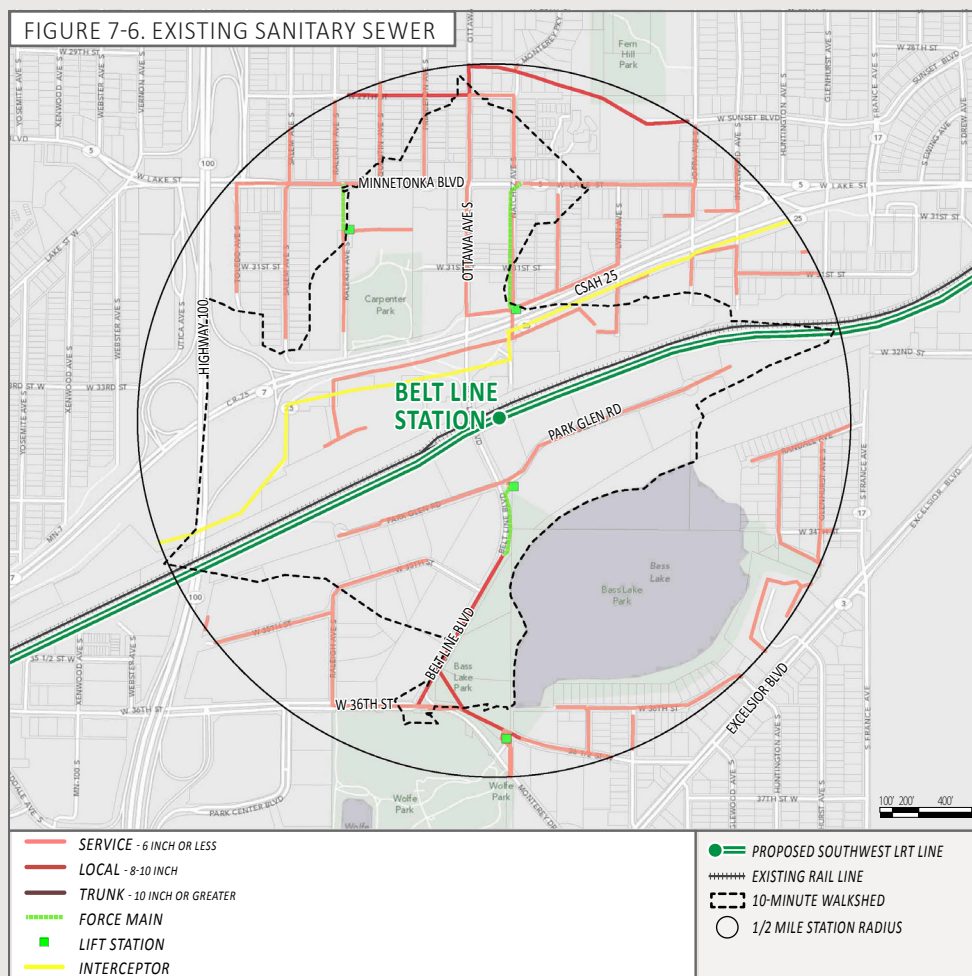
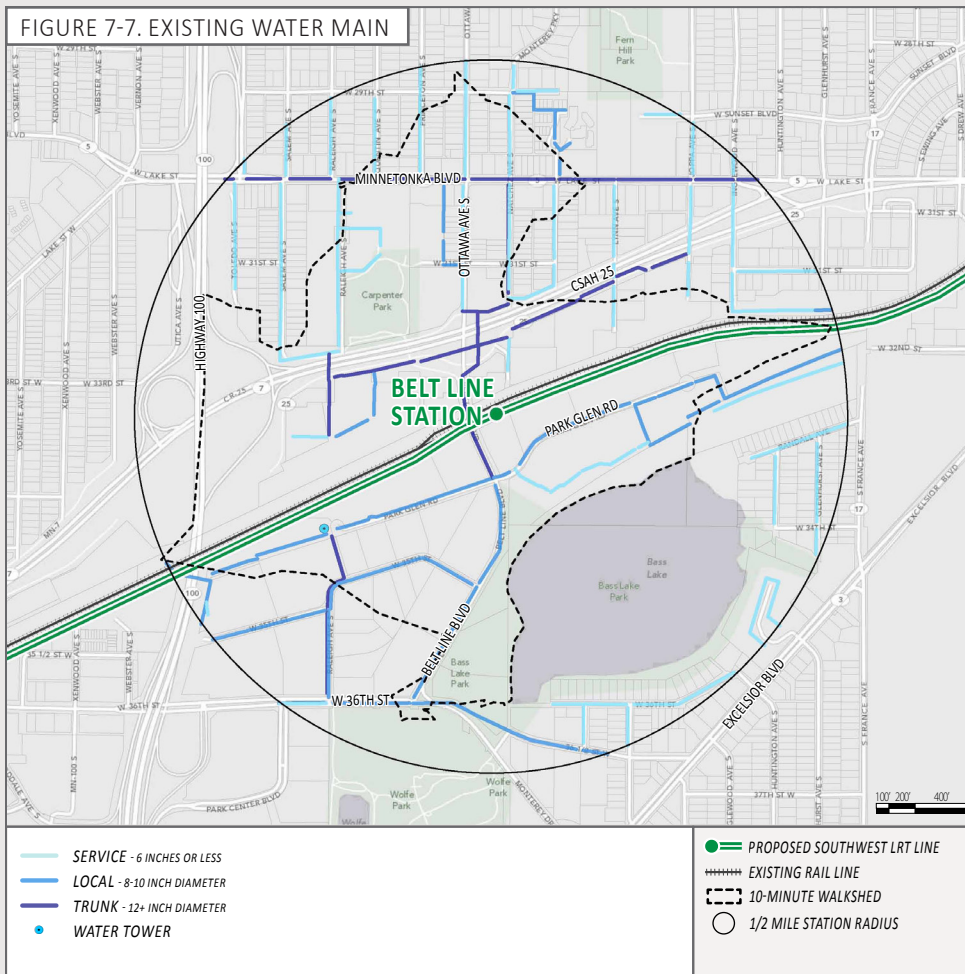




FIGURE 7-7. EXISTING WATER MAIN



## 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 the 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 water main creates a loop, the demand of adjacent land uses, and the condition of the water main.

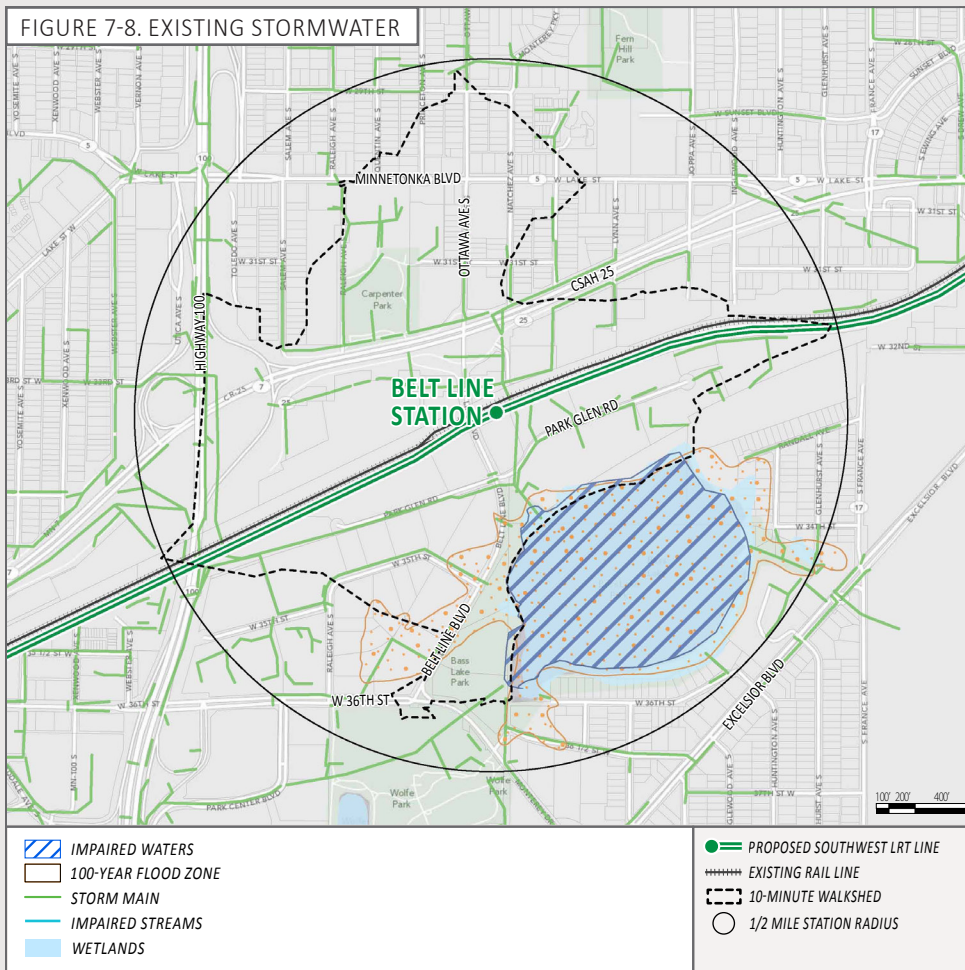
## Stormwater

Belt Line station is located within the Minnehaha Creek Watershed District (MCWD). The majority of the drainage from the 10-minute walk zone is directed to Bass Lake Preserve which is impaired by nutrients. There is a 100-year floodplain that surrounds Bass Lake and extends out from the lake up to one-quarter mile.

Discharging within one mile of impaired water may trigger additional MN Pollution Control Agency NPDES (National Pollution Discharge Elimination System) requirements for additional stormwater management. For impaired waters where a TMDL (Total Maximum Daily Load) has been approved these requirements may increase. Zoning requirements as a result of being within the 100-year floodplain may limit development/redevelopment potential.

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.

FIGURE 7-8. EXISTING STORMWATER



## 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 7-9 provides a high level view of how future transit, automobile, bike, and pedestrian systems will connect to the station area and its surroundings.*

*Figure 7-10 illustrates the STATION AREA IMPROVEMENTS that will facilitate access to and from the station and catalyze redevelopment in the station area. This includes opening day and long-term station area improvements*

*Figure 7-11 focuses on OPENING DAY STATION AREA IMPROVEMENTS only. 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.

### ROADWAYS

#### Opening Day Improvements:

- » Redesign and convert Belt Line Boulevard into a Complete Street with accommodations for all modes of travel.
- » Grade separate Belt Line Boulevard from the freight and LRT lines, and the Cedar Lake LRT Regional Trail. Belt Line Boulevard should pass under the rail lines and trail as an underpass from Park Glen Road north to the CSAH 25 frontage road.
- » Introduce new roadways south of CSAH 25 (Lynn Avenue and Monterey Avenue).
- » Introduce a new signal at the intersection of CSAH 25 and Lynn Avenue.
- » Initiate narrowing of CSAH 25 right of way and removal of the frontage road from Belt Line Boulevard to Lynn Avenue.

#### Long-Term Improvements:

- » Redesign and convert CSAH 25 east of Belt Line Boulevard from a divided highway layout with frontage roads to a four-lane urban boulevard without frontage roads similar to Excelsior Blvd. A narrower roadway and right-of-way could increase redevelopment space south of CSAH 25.
- » Expand the street network with the extension of future roadways (Natchez, Monterey, and Lynn) across and to the south of CSAH 25 to potential redevelopment sites.
- » Expand street network connections west of Belt Line Boulevard and north of 36th Street as redevelopment occurs.

### PEDESTRIAN CONNECTIONS

#### Opening Day Improvements:

- » Focus sidewalk, trail, and streetscape enhancements along Belt Line Boulevard, Park Glen Road, CSAH 25, and West 35th Street.
- » Provide safe and convenient pedestrian connections to the Cedar Lake LRT Regional Trail near the LRT station. Pursue a grade-separated crossing of the trail over Belt Line Blvd.
- » Improve pedestrian connections on streets north of CSAH 25, completing gaps in the current sidewalk system.
- » Improve pedestrian crossings at the Belt Line Blvd/Park Glen Road and Belt Line Blvd/CSAH 25 intersections.
- » Install countdown traffic signals at the Belt Line Boulevard and Park Glen Road intersection.

### BIKE CONNECTIONS

#### Opening Day Improvements:

- » Add on-street bike lanes on Belt Line Blvd.
- » Add multi-use trails along the south side of CSAH 25.
- » Add new multi-use trails east of Belt Line Blvd, along the north side of the LRT/freight rail tracks, and along new roads north of the rail line.
- » Provide bike parking, lockers, and bike sharing facilities in a highly visible area near the station platform.
- » Provide safe and convenient bike connections to the Cedar Lake LRT Regional Trail near the LRT station.



- » Provide a grade-separated crossing of the LRT line and Cedar Lake LRT Regional Trail over Belt Line Blvd.

#### **Long-Term Improvements:**

- » Provide on-street bike facilities (lanes, routes, signage, etc.) on local streets to better connect the LRT station to nearby neighborhoods, businesses, amenities, and destinations.

### **TRANSIT CONNECTIONS**

#### **Opening Day Improvements:**

- » Provide new bus facilities near station platform for connecting bus routes.

### **PARK AND RIDE**

#### **Opening Day Improvements:**

- » Provide park and ride facilities north of the station platform at the southeast corner of Belt Line Boulevard and CSAH 25.

### **KISS AND RIDE**

#### **Opening Day Improvements:**

- » Provide kiss and ride pull out area on north side of the rail lines with a multi-use path connection to the LRT station platform.

### **STATION AMENITIES (Beyond SW LRT Base Project Scope)**

#### **Opening Day Improvements:**

- » Roadways- reconstruct the Belt Line Blvd intersection with Cedar Lake LRT Regional Trail and LRT line, with Belt Line Blvd traveling below the trail and LRT line.
- » Transit Facilities- provide facilities for bus transfers, kiss and ride drop-offs, and park and ride near the LRT station platform.
- » Wayfinding- define and install a cohesive and contextual wayfinding system near the LRT station platform, major gateways (CSAH 25/Hwy 100, CSAH 25/Minnetonka Blvd, 36th St, Monterey Blvd, Ottawa Ave), and major destinations (such as SLP Rec Center, Wolfe Park, Excelsior & Grand, Bass Lake Preserve, and the civic campus).
- » Seating – provide comfortable and durable seating near the station platform.
- » Lighting – provide adequate lighting for the safety of pedestrians, bicyclists, and motorists near the station platform and along Belt Line Boulevard, CSAH 25, and Park Glen Road.
- » Pedestrian Facilities- improve the pedestrian/bike crossings of Belt Line Boulevard, CSAH 25, frontage roads, rail lines, Cedar Lake LRT Regional Trail, and Park Glen Road.
- » Bike Facilities- Provide bike parking, lockers, pumping station ,and bike sharing facilities near the station platform.
- » Plaza – provide a public plaza area near the station platform



*Complete Streets design*

to provide transit users with a paved queue area to wait for LRT trains and move about the station area.

- » Public Art- incorporate public art in the station area to create an attractive and identifiable place.

### **POTENTIAL DEVELOPMENT**

#### **Opening Day Improvements:**

- » The Hennepin County property, located adjacent to and south of the proposed station platform, is a potential opening day development site. Development should front Belt Line Boulevard and the station platform, allowing for some public space/plaza on the station platform side of the building. Access to the Hennepin County parcel should be from Park Glen Road.
- » Sites located north of the proposed station platform, along CSAH 25 and Belt Line Boulevard, also represent opening day development potential, possibly an FTA joint development with a park and ride ramp.
- » Redevelopment potential along CSAH 25 can be enhanced with a new roadway design for CSAH 25 and new local roads connecting across CSAH 25.

#### **Long-Term Improvements:**

- » See the “Development Potential” discussion on page 7-16 for more on long-term development opportunities.

### **UTILITIES**

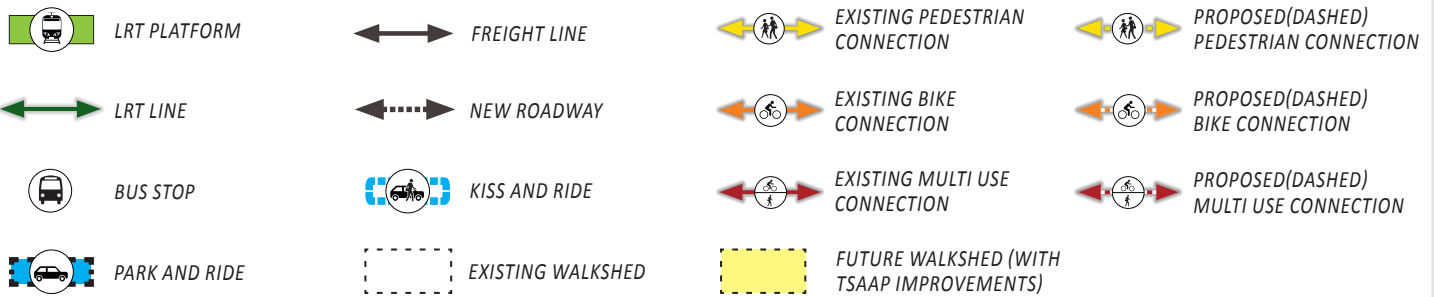
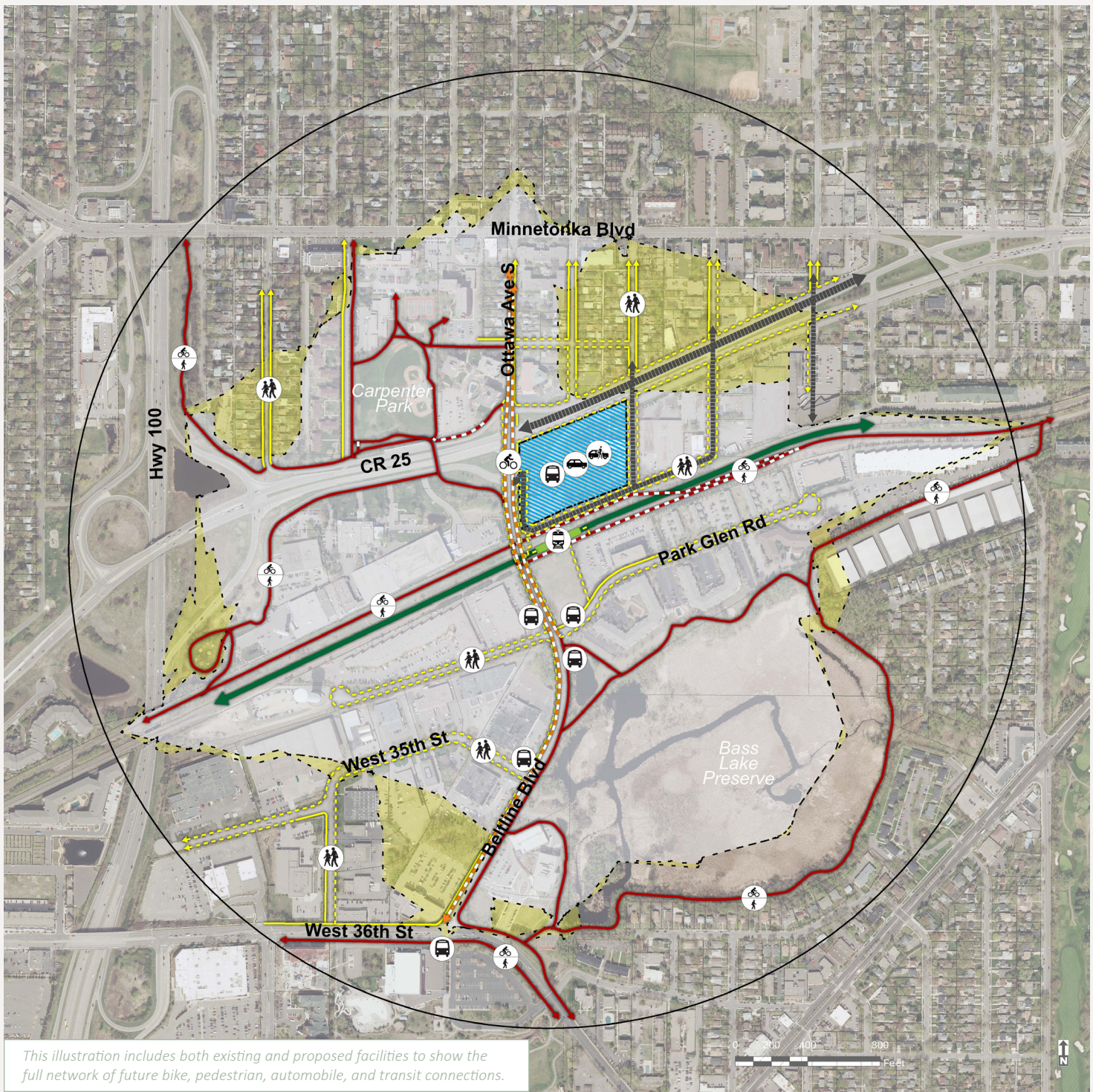
- » See the “Station Area Utility Plan” beginning on page 7-18 for all utility recommendations.



FIGURE 7-9. ACCESS + CIRCULATION PLAN

WHERE ARE WE GOING?

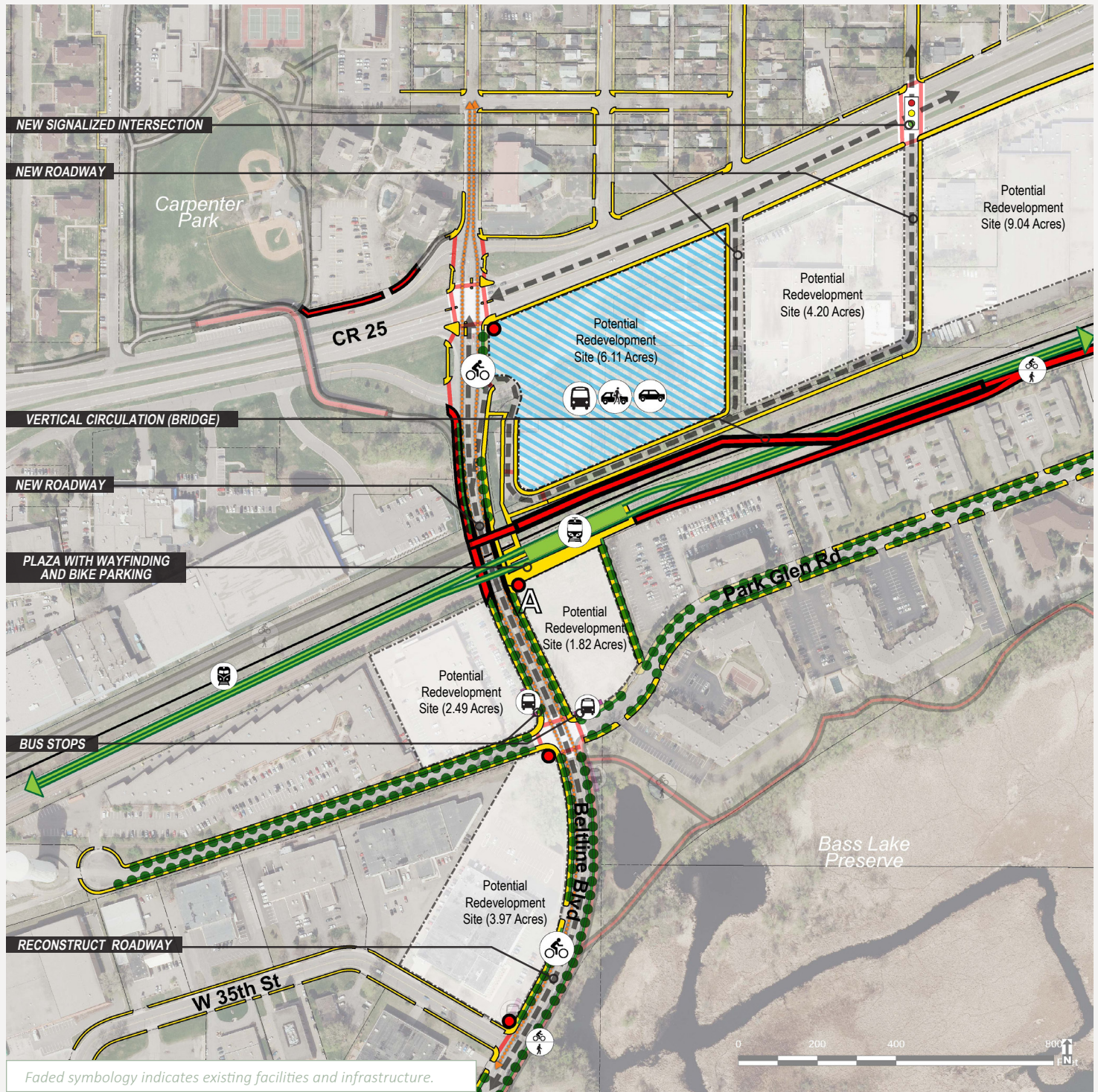
BELT LINE



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 7-10. STATION AREA IMPROVEMENTS



Faded symbology indicates existing facilities and infrastructure.

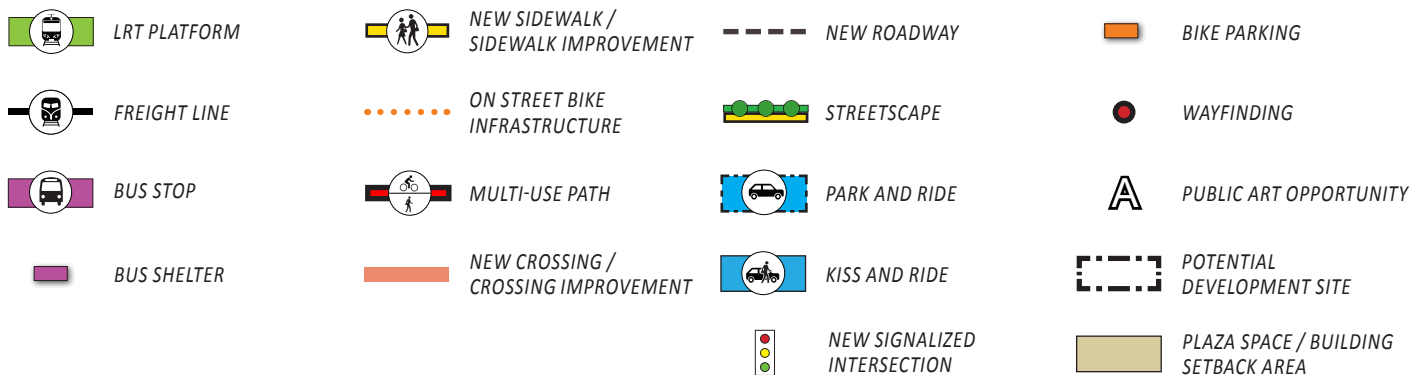
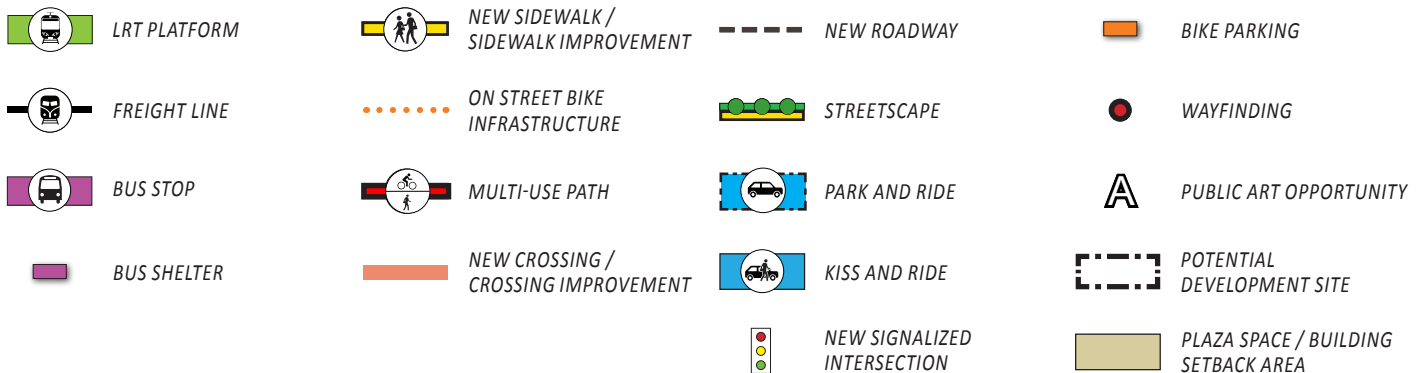
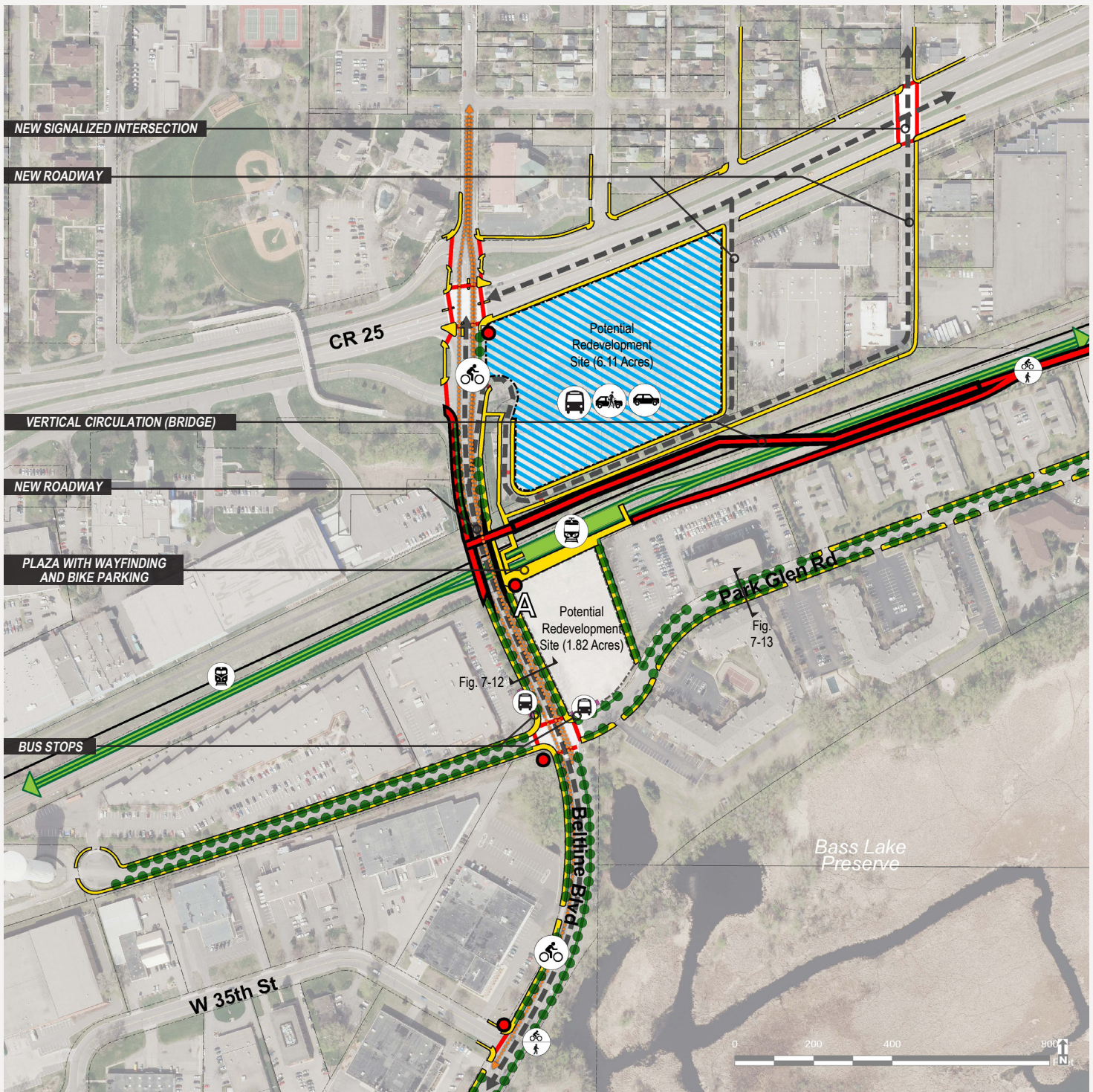




FIGURE 7-11. OPENING DAY STATION AREA IMPROVEMENTS

WHERE ARE WE GOING?

BELT LINE





## Conceptual Street Sections

The street cross section illustrated below is conceptual and represents a potential future streetscape condition, addressing facilities for a variety of transportation modes, streetscape amenities, and the relationship between buildings and the street edge. Further design and engineering work will be required to ensure the streetscape is in compliance with City and/or County design standards and needs.

### BELT LINE BOULEVARD

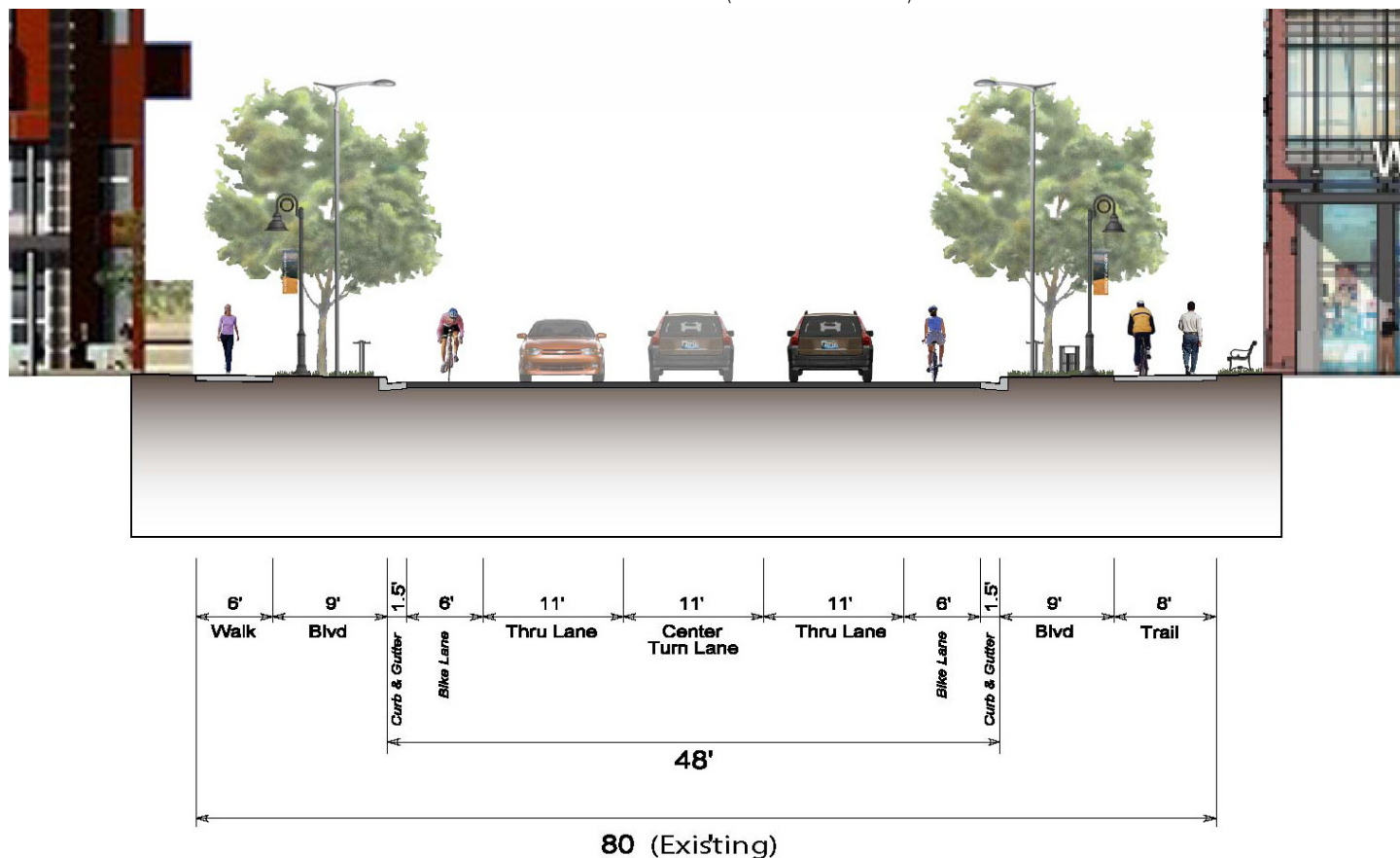
#### Dimensional Criteria:

- » 80 feet Right-of-Way Width
- » 48 feet Pavement Width (2-way)
- » 20'-30' o/c Street Tree Spacing
- » 6'-0" Sidewalk Width
- » 8'-0" Trail Width

#### Design Features:

- » Sidewalk (west side of street)
- » Trail (east side of street)
- » Bicycle Lanes (6'-0")
- » Street Trees/Plantings/Raingardens
- » Streetscape Furnishings (seating, planters, trash receptacles, bicycle racks)
- » Signage/Wayfinding
- » Transit Facilities (bus stops/layovers, shelters, seating, signage, lighting)
- » Street and Pedestrian Lighting
- » Public Art
- » Pedestrian-Friendly Crossings (markings, countdown traffic signals, ADA features)

FIGURE 7-12. CONCEPTUAL STREET SECTION - BELT LINE BOULEVARD (LOOKING NORTH)



## Conceptual Street Sections (Continued)

The street cross section illustrated below is conceptual and represents a potential future streetscape condition, addressing facilities for a variety of transportation modes, streetscape amenities, and the relationship between buildings and the street edge. Further design and engineering work will be required to ensure the streetscape is in compliance with City and/or County design standards and needs.

### PARK GLEN ROAD

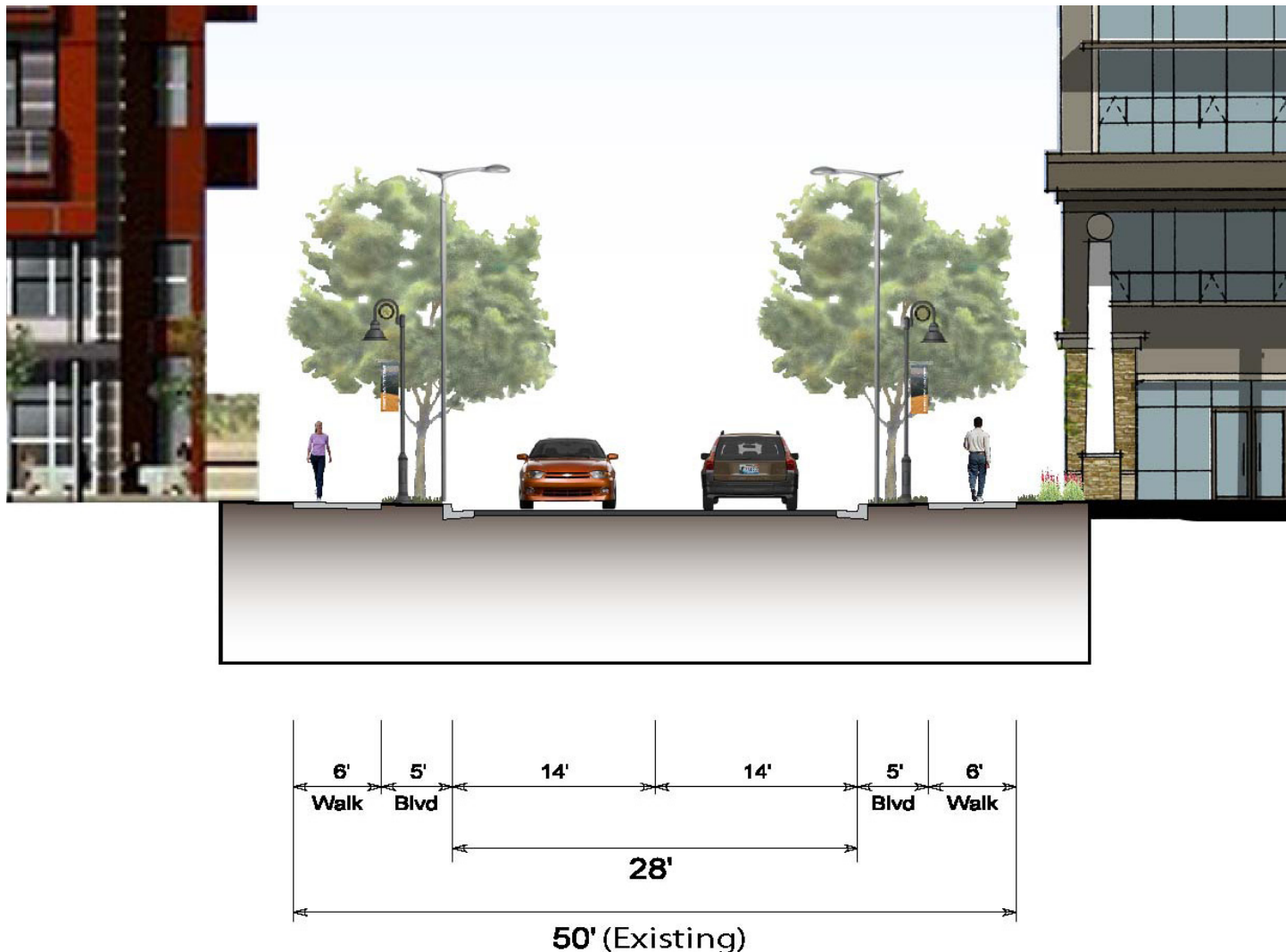
#### Dimensional Criteria:

- » 50 feet Right-of-Way Width
- » 28 feet Pavement Width (2-way)
- » 20'-30' o/c Street Tree Spacing
- » 6'-0" Sidewalk Width (both sides of street)

#### Design Features:

- » Sidewalks
- » Street Trees/Plantings/Raingardens
- » Signage
- » Street and Pedestrian Lighting
- » Pedestrian-Friendly Crossings (markings, ADA features)

FIGURE 7-13. CONCEPTUAL STREET SECTION - PARK GLEN ROAD





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# 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 7-1 and Figure 7-14 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 7-2 and Figure 7-15 include opening day improvements that are recommended as part of the Southwest Corridor Investment Framework and are beyond the SW LRT anticipated base project scope. Table 7-3 (also shown in Figure 7-15) includes locally requested "betterments"- or improvements that cities have requested to be included in the base project scope pending funding availability.

TABLE 7-1. SOUTHWEST LRT ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
A	LRT Platform	East of Belt Line Blvd, North of HCRRRA site	Includes related LRT infrastructure
B	Park and Ride	North of station platform, south of CSAH 25	Approximately 540 stall surface lot, includes lighting
C	Kiss and Ride	North of station platform, south of CSAH 25	Dropoff area incorporated with park and ride lot
D	Bus Facilities	North of station platform, south of CSAH 25	Bus stop, layover and turnaround incorporated with park and ride lot to accommodate 2 bus routes
E	Roadways	Frontage road adjacent to CSAH 25	Reconfiguration of frontage road between Belt Line Blvd. and Lynn Ave.
F	Sidewalk/Trail	Belt Line Blvd. and regional trail crossing	Reconstruction of regional trail crossing (includes new queue cutter signal)
G	Sidewalk/Trail	East of Belt Line Blvd, North of HCRRRA site	New trail bridge over freight rail and LRT just east of Belt Line Blvd.
H	Intersection Enhancement	CSAH 25 and Lynn Ave	New traffic signals and crosswalks
I	Bike Facilities	Near station platform	Allowance for bike storage
J	Wayfinding	Near station platform and park and ride lot	Allowance
K	Landscaping	Near station platform and park and ride lot	Allowance (includes landscaping for park and ride lot)
L	Water*	Near station platform	New water service and fire hydrant to station
M	Utilities*	Project limit area	Adjustment of existing utilities
N	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 7-2. SOUTHWEST LRT LOCALLY REQUESTED BETTERMENTS - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
<b>B1</b>	Roadways	Belt Line Blvd, Park Glen Rd. to CSAH 25	Grade separated crossing with Freight/LRT and regional trail (Belt Line under)
<b>B2</b>	Trail Overpass	At Belt Line Blvd.	Trail over Belt line (Note: B2 is an alternative to B1 in the event that grade separation with Belt Line does not occur)

TABLE 7-3. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES	PRIORITY
1	Roadways	Backage roadway Monterey Ave to Lynn Ave	Construction of backage road along north side of LRT line from Monterey Ave to Lynn Ave and extension of Lynn Ave to backage road	Secondary
2	Roadways	Belt Line Blvd, West 36th Street to CSAH 25	Includes roadway, sidewalk, multi-use trail, streetscape plantings, furnishings, lighting, bike facilities and signage	Primary
3	Streetscape	Park Glen Rd.	Includes sidewalks, streetscape plantings, furnishings, lighting, bike facilities and signage	Secondary
4	Sidewalk/Trail	Along new roadways	Include sidewalks along new roadway segments	Primary
5	Sidewalk/Trail	CSAH 25, Belt Line Blvd to Lynn Ave	Sidewalks along the south side of CSAH 25	Secondary
6	Sidewalk/Trail	Roads north of CSAH 25 (Ottawa, Monterey and Lynn)	New sidewalks to complete gaps in the sidewalk system	Secondary
7	Intersection Enhancement	CSAH 25 and Belt Line Blvd	Enhanced crosswalks and traffic signals	Secondary
8	Intersection Enhancement	Belt Line Blvd and Park Glen Rd.	Enhanced crosswalks and new traffic signals	Primary
9	Bike Facilities	Near station platform	Bike parking, lockers, pump station and bike share facilities (beyond SPO improvements)	Primary
10	Wayfinding	Station Area	Signage and wayfinding (beyond SPO improvements)	Primary
11	Public Plaza	Along south side of LRT	Plaza includes plaza, parking, seating, plantings, lighting, signage, and public art (beyond SPO improvements)	Primary
12	Public Art	Station Area	Incorporate public art (beyond SPO improvements)	Secondary
13	Sanitary Sewer	Along CSAH 25	Relocate existing 9" and 10" sanitary sewer and MCES interceptor pipe	Primary
14	Water	Along CSAH 25	Relocate existing 12" water main	Primary
15	Water	Belt Line Blvd.	Consider upsizing water main	Primary
16	Bike Facilities	Ottawa St. north of CSAH 25 to Minnetonka Blvd.	Bike Lanes	Secondary



FIGURE 7-14. ANTICIPATED BASE PROJECT SCOPE + PROPOSED BETTERMENTS - OPENING DAY STATION AREA IMPROVEMENTS

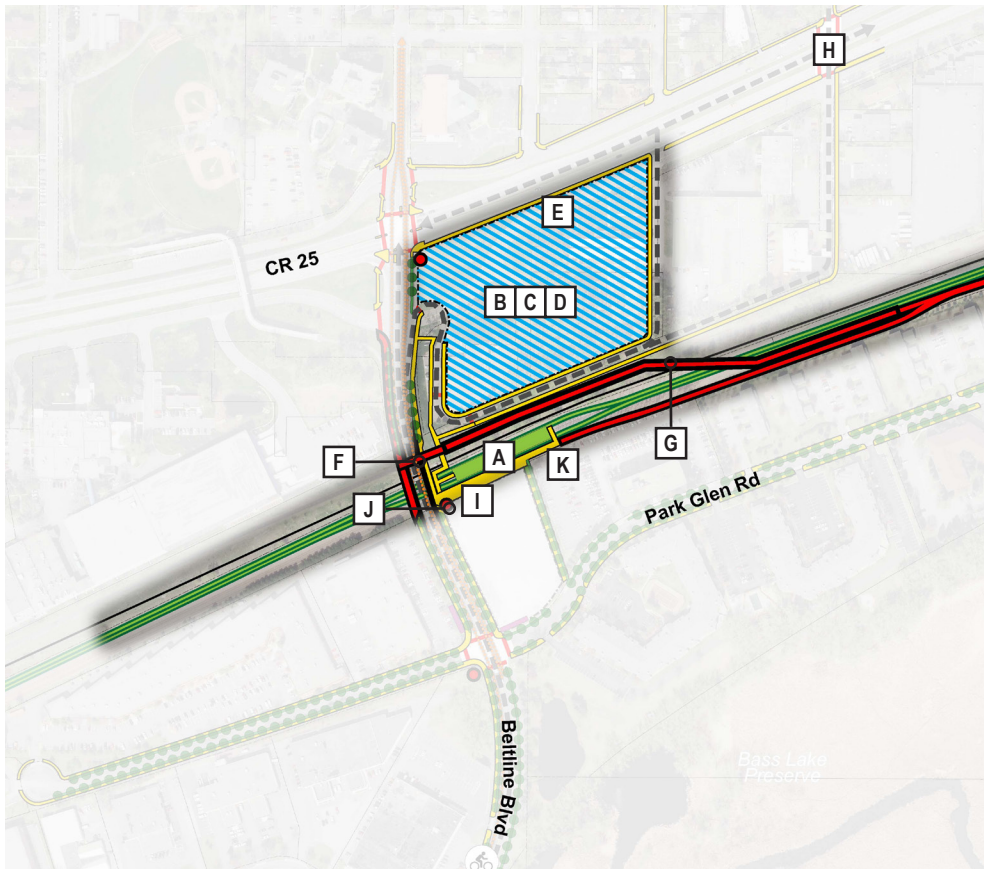
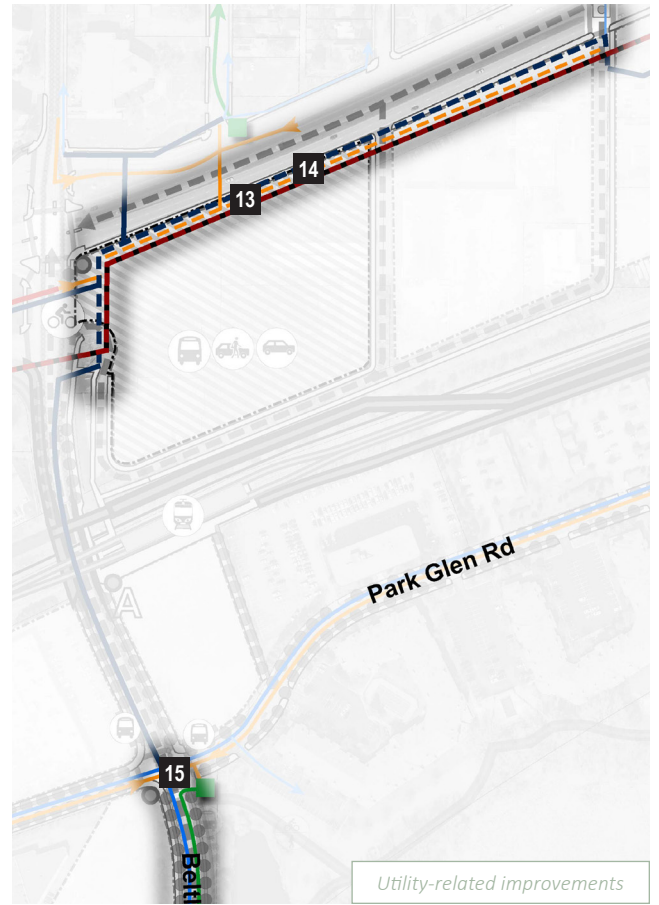
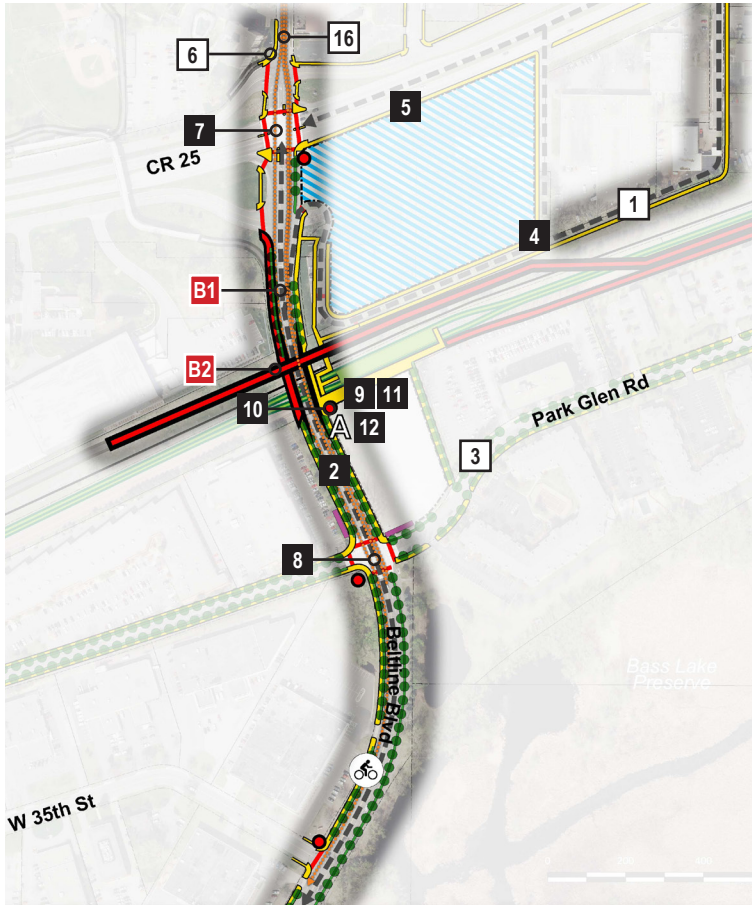


FIGURE 7-15. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS



# PRIMARY PRIORITY    # SECONDARY PRIORITY    B BETTERMENTS

Utility-related improvements



# Development Potential

## OVERVIEW

Several factors surrounding the Belt Line station present opportunities for future redevelopment. In addition to a new LRT station, nearby destinations and amenities that might drive development interest include the Excelsior & Grand mixed-use development, St. Louis Park Recreation Center, Wolfe Park, and Bass Lake Preserve.

The land uses near the Belt Line station area include a mix of light industrial, commercial, residential, and park/open space uses. Adjacent to the proposed station platform is a two-acre Hennepin County-owned site that remains vacant. Underutilized sites such as this and other nearby commercial and light industrial sites along Belt Line Boulevard and CSAH 25 present opportunities for future redevelopment in the area.

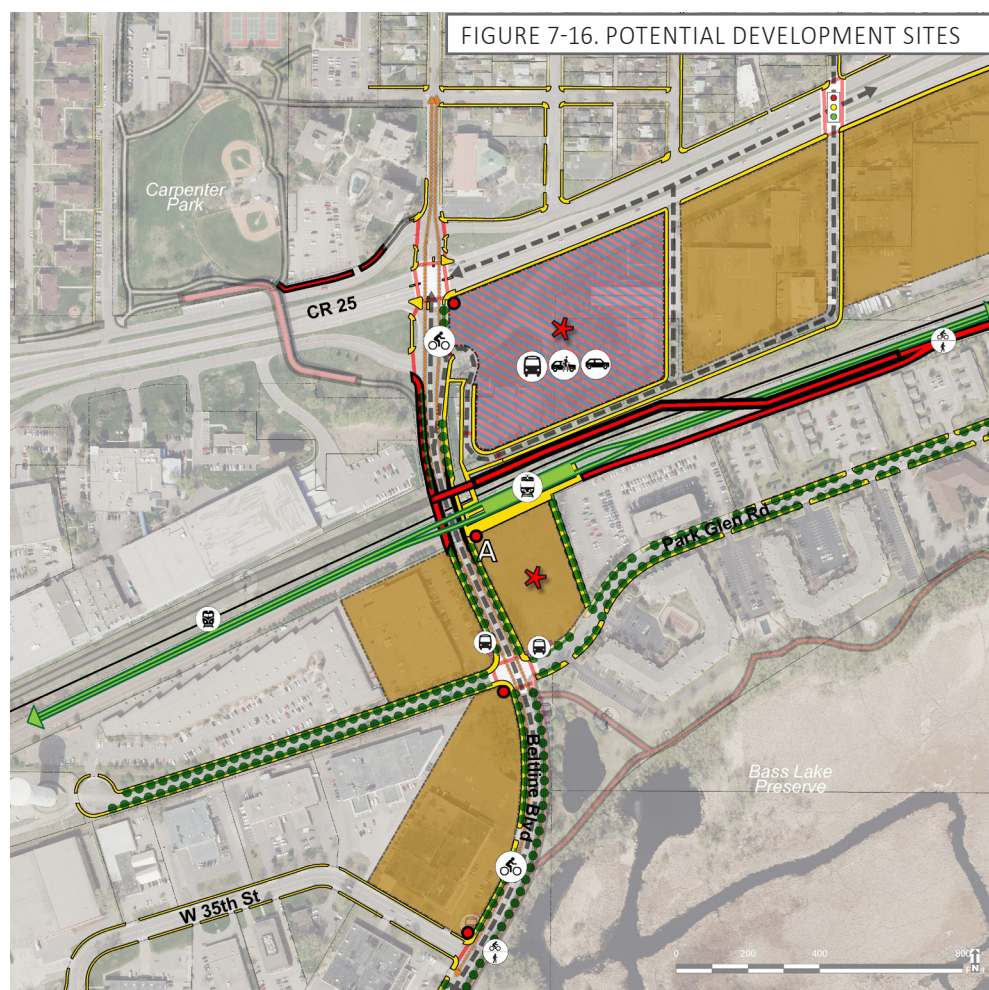
Key challenges that should be addressed to facilitate development potential include land uses, additional roadways and existing roadway improvements, smaller block sizes, connectivity in the station area, and traffic concerns along Belt Line Boulevard.

## LAND USES

Long-term development potential for the Belt Line station area should include an eclectic mix of light industrial, office, high density residential, office, and commercial land uses.

## PLANNING STRATEGIES

Several strategies should be addressed to facilitate future development in the station area. Land uses, large block sizes, and limited connectivity in the area create challenges to accessing the station. Redevelopment should seek opportunities to introduce a finer grain of streets and block sizes to enhance station mobility and set up a framework for more compact, higher density, mixed-use development. Streetscape improvements along roadways connecting the station area with potential development sites, local destinations, neighborhoods and bus transit facilities will enhance development potential in the area. In particular, streetscape improvements to CSAH 25 and Belt Line Boulevard are essential to enhancing access and development potential near the station.



### FUTURE LAND USE:

- MIXED-USE RESIDENTIAL
- MIXED-USE COMMERCIAL & OTHER
- OPENING DAY DEVELOPMENT POTENTIAL



## Key Considerations for Change and Development Over Time

Development within the station area should introduce a mix new uses that can bring more people, bridge the gap between neighborhoods to the north and south and reinforce Belt Line Boulevard as an important walking and cycling spine. Key considerations should include:

### BUILT FORM AND LAND USE

- » Introduce a mix of high density residential and employment uses throughout the station area with a focus on areas adjacent to Belt Line Boulevard.
- » Incorporate live/work opportunities.
- » Design new buildings to enhance pedestrian access by orienting them towards the street and locating them as close to the street line as possible.
- » Incorporate active ground level uses on buildings adjacent to the station and encourage active ground level uses on buildings facing onto Belt Line Boulevard.
- » Provide additional building setbacks and incorporate weather protection such as awnings along Belt Line Boulevard between Park Glen Road and the rail corridor to provide additional space and amenity for riders transferring between bus and LRT services.
- » In the event that the Park and Ride is convenient to a structure, ensure that the design of the Park and Ride facility incorporates new development that can wrap the parking facilities and actively address Belt Line Blvd and CSAH 25.

### PUBLIC REALM

- » Introduce a public plaza adjacent to the station and to Belt Line Boulevard to provide spill out space for active uses facing the station and act as a receiving point for passengers walking to the station or transferring to the LRT by bus or bike.
- » Improve connections between the station and neighborhoods to the north and south through streetscape enhancements including the provision/completion of sidewalks on both sides of the street and the addition of pedestrian-oriented lighting.

### MOBILITY

- » Locate park and ride facilities so that they are within a convenient walk but not immediately adjacent to the station so that there is the potential for higher density uses next to the station that can support transit ridership and increase station area activity.
- » Minimize the impact of parking and circulation on pedestrians by locating parking below grade or to the rear of new buildings in structures, and consolidating access and service drives.
- » Accommodate retail and short-term parking on-street or in shared parking facilities to minimize the construction of single use parking areas.

- » Support pedestrians through the introduction of sidewalks on all streets within the station area, new crossings, and curb cuts for people in wheel chairs or other mobility devices.
- » Develop dedicated cycling facilities along Belt Line Boulevard to enhance access for cyclists traveling from Excelsior Boulevard to the south and the Fern Hill neighborhood to the north.
- » Limit vehicular access points along Belt Line Boulevard and CSAH 25.
- » Consider removing the frontage road, narrowing CSAH 25, and facing the street with new development so that it can become a more urban avenue.



Active street level uses



Public plaza example

## 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 7-10). St. Louis Park 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.

St. Louis Park should also consider reviewing the condition of their existing utilities in the station development area. The station construction would provide St. Louis Park an opportunity to address any utilities needing repairs. Once the larger system has been reviewed for system constraints, St. Louis Park 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 costs associated with encasing these facilities is assumed to be a project cost and is not included in potential improvements identified for the St. Louis Park CIP.

### 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, St. Louis Park should weigh the benefits of completing more or less of these improvements as land becomes available for future development. St. Louis Park 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 8-inch pipes 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. St. Louis Park 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 St. Louis Park to improve the existing sanitary sewer network, without necessarily replacing existing sanitary sewers. When recommendations for “improving” existing sanitary sewer are noted, St. Louis Park 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 St. Louis Park 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 St. Louis Park 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, St. Louis Park 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 St. Louis Park 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.

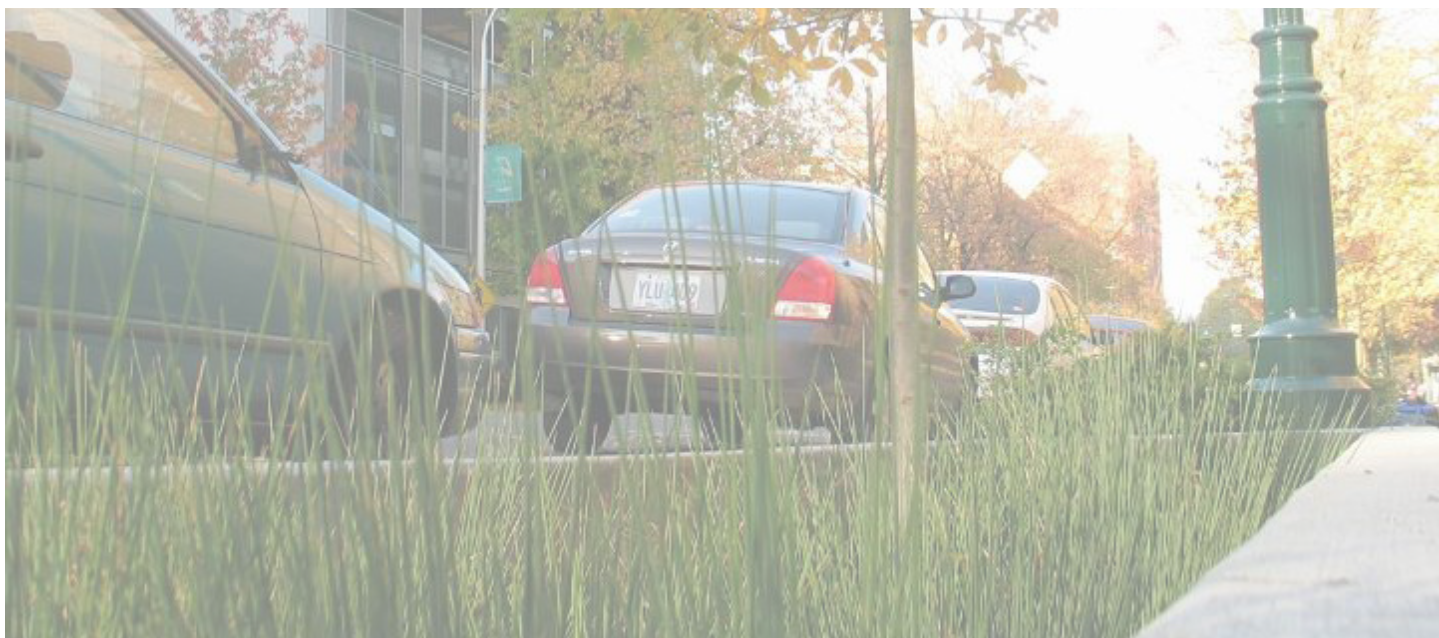
## GENERAL RECOMMENDATIONS – STORM SEWER

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 base project scope, associated storm sewer improvements are assumed to be a project cost. St. Louis Park 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.

## 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 Blake station (see p. 10-28). Minneapolis should consider implementing applicable best management practices similar to those in the Blake station BMP guide. Stormwater management recommendations should be constructed in conjunction with public and private improvements and future development/redevelopment in the station area.



## Station Area Utility Plan (Continued)

### STATION AREA UTILITY RECOMMENDATIONS

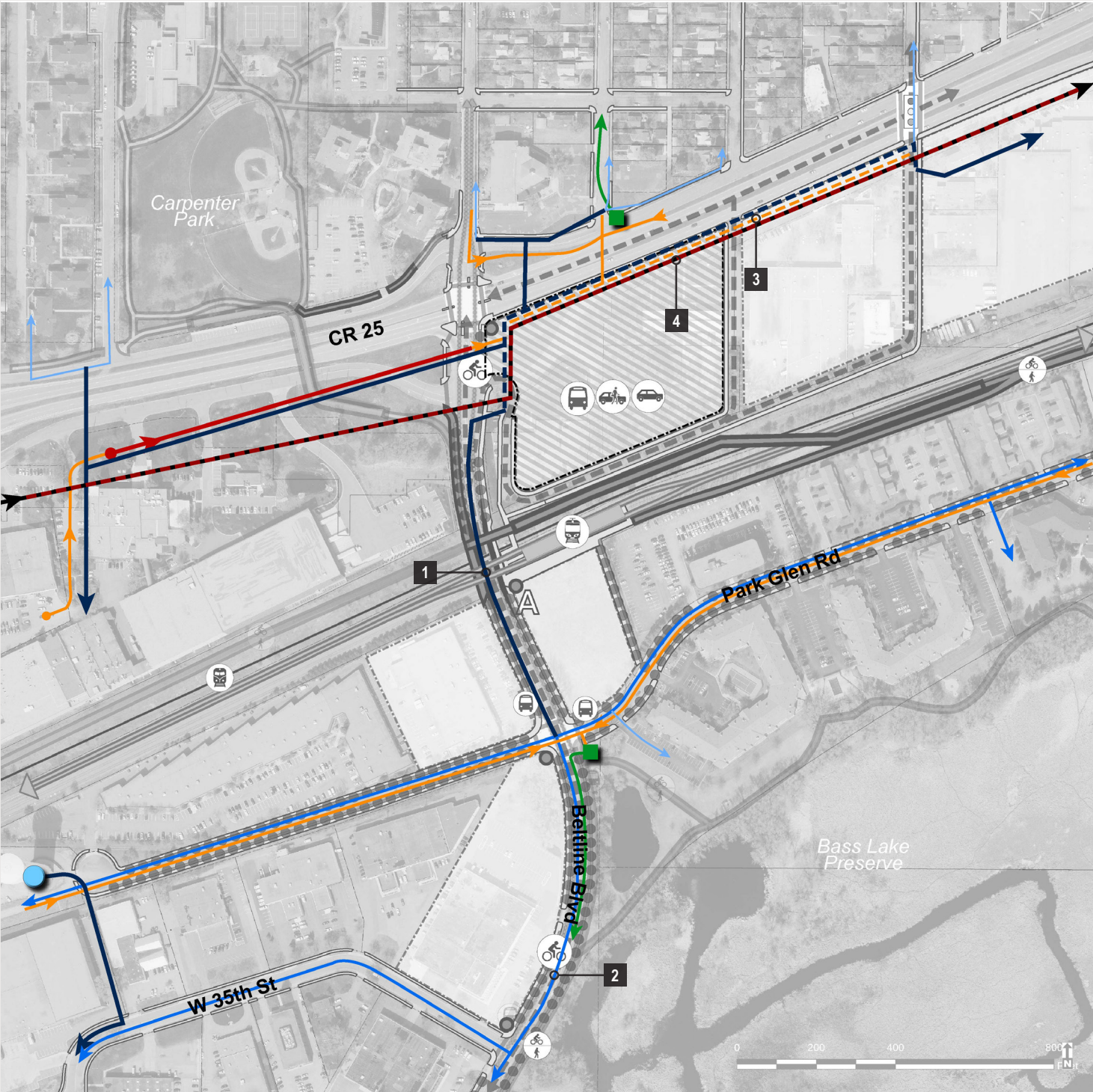
Utility recommendations (illustrated in Figure 7-16) are based on a localized analysis of proposed development. It is recommended that the City of St. Louis Park take this analysis a step further and review system constraints to the existing and future sanitary sewer and water main systems using existing sewer CAD or water CAD models, or other methods of modeling these systems.

#### *Opening Day Recommendations:*

1. Encase existing water main crossing LRT rail construction.
2. Consider upsizing existing 8-inch water main to 12-inch to create 12-inch loop system (confirm with City models).
3. Relocate existing 9-inch sanitary sewer to promote TOD along CSAH 25 and consider upsizing to 10-inch minimum sanitary sewer in conjunction with service roadway realignment.
4. Relocate existing MCES interceptor to promote TOD along CSAH 25 in conjunction with service roadway realignment.



FIGURE 7-17. STATION AREA UTILITY PLAN



# OPENING DAY RECOMMENDATION

# LONG-TERM RECOMMENDATION

— EXISTING UTILITIES

- - - PROPOSED UTILITIES

SERVICE SANITARY

LOCAL SANITARY

TRUNK SANITARY

MCES SANITARY INTERCEPTOR

SANITARY SEWER FORCEMAIN

LIFT STATION

SERVICE WATER MAIN

LOCAL WATER MAIN

TRUNK WATER MAIN

WATER TOWER

WHERE ARE WE GOING?

BELT LINE

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