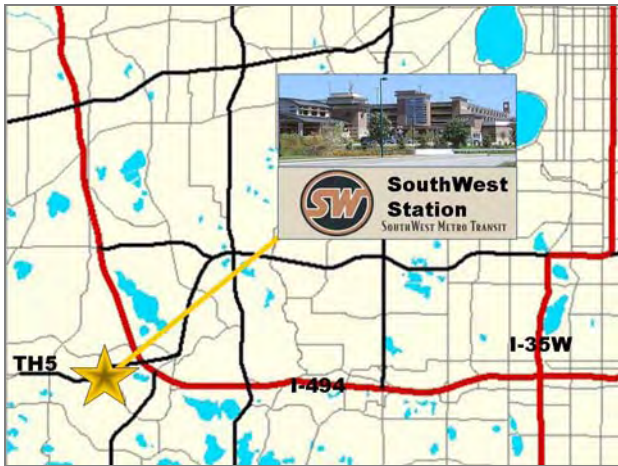


# SouthWest Station, Eden Prairie

TOD Setting: Commuter Town/Joint-Use Park-and-Ride

## Project Location and Description

- The SouthWest Station (SWS) is located at the intersection of TH 5, 212 and I-494 in Eden Prairie. It is part of an integrated pedestrian- and transit-oriented development.



- SWS and adjacent retail and housing (apartments and condominiums) were built on 22 acres of excess highway right-of-way.
- SouthWest Metro Transit owns and operates the station and parking garage. Routes serving the transit center:
  - Eden Prairie Express service to Downtown Minneapolis, the U of MN and Uptown Minneapolis
  - Chaska, Chanhassen and Victoria express service to downtown Minneapolis, U of M and Uptown Minneapolis
  - Normandale Lakes Area and Southdale service to Normandale Community College and Southdale
  - Eden Prairie Circulator and Saturday Circulator
  - Chaska, Chanhassen and Eden Prairie Circulator
  - Saturday Mall of America Service



## Project Features

- SWS has 6,000 sq. ft. of office space and 905 park-and-ride stalls a 5-story parking ramp.
- The commercial retail center has 45,000 sq. ft. of restaurant/retail and 235 housing units.
- SWS was designed to support bus rapid transit features. There is an exclusive “busway exit tunnel” and “busway entrance lane.”
- The station and platform were designed to allow quick and convenient boardings and departures.



- On-site ponding prevents untreated stormwater from entering the adjacent wetland system.



## Financing and Sources:

- Transit Hub: \$4,900,000
- Parking Ramp: \$10,986,000
- Federal Grants, City of Eden Prairie, SouthWest Metro Transit, Metropolitan Council.

## Commercial/Housing Developer:

- North American Properties



## Lessons Learned and Benefits

- The importance of a shared vision with the host city is vital to success and working with developers.
- The site and tenant mix at SWS was driven by parking that was available on nights and weekends. SWMT would learn later that the site was too focused on the lunch crowd, which causes a shortage of daytime parking on the site. Don't rely on one retail segment. Establish a team of real estate professionals to assist.
- The transit customer isn't the only retail customer. Transit customers can add to the success of businesses but they cannot be the only type of customer.
- Plan for the future. Originally only four levels of parking were planned but, at the last minute, a fifth was added, which is full on many days but wasn't projected to be so until 2030. The site is capable of serving future Bus Rapid Transit or Light Rail Transit.
- TOD can work for bus. TOD can work well in suburban environment.
- Create a "sense of place." Creating a sense of place with good design and layout assisted efforts to overcome public misconceptions about bus service. At SWS all private development is market rate and no TIF funds were used. Open space and public plazas are key assets.
- It is important to accommodate existing service during the build-out of the site. The schedule eventually did detract some prime tenants. The site schedule consisted of first building the transit station, followed by the parking ramp, then the retail and housing.

