

**Airport South District
City of Bloomington**

**Alternative Urban Areawide Review
(AUAR)**

Update Report

October 2009

The *Airport South District Alternative Urban Areawide Review and Mitigation Plan* dated April, 2002 (original AUAR), was adopted by the Bloomington City Council in August, 2002, through Resolution 2002-104. This AUAR update incorporates this document by reference.

The preparation of this AUAR update report has been completed according to guidance prepared by the Environmental Quality Board (EQB) and is based on Minnesota Rules 4410.3610, subp. 4.

The responses in the AUAR update follow the standard Environmental Assessment Worksheet (EAW) form. When an EAW item is not applicable to this AUAR, it is so stated. Responses to the questions are only provided when there has been a change since the 2002 AUAR. Whenever "no changes" is indicated, refer to the original document as listed above to review the original response.

SECTION 1 Project title Airport South District AUAR Update Report

SECTION 2 Proposer

City of Bloomington
Contact person Mr. Bob Hawbaker
Title Planning Manager
Address 1800 West Old Shakopee Rd.
City, state, ZIP Bloomington, MN 55431
Phone (952) 563-8922
Fax (952) 563-8949
E-mail bhawbaker@ci.bloomington.mn.us

SECTION 3 RGU

City of Bloomington
Contact person Mr. Bob Hawbaker
Title Planning Manager
Address 1800 W.Old Shakopee Rd.
City, state Bloomington, MN 55431
Phone (952) 563-8922
Fax (952) 563-8949

SECTION 4

Reason for EAW preparation (check one)
 EIS scoping Mandatory EAW
 Citizen petition RGU discretion
 Proposer volunteered

SECTION 5

Project location County **HENNEPIN**
City/Township **City of Bloomington**

Sec. 1,12,13 Twnshp 27N Range 24W
Sec. 5-8 Twnshp 27N Range 23W

Attach each of the following to the EAW:

- County map showing the general location of the project; **SEE FIGURE 1**
- U.S. Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries (photocopy acceptable); **NO CHANGE**
- Site plan showing all significant project and natural features. **NO CHANGE**

SECTION 6 DESCRIPTION

STUDY AREA – NO CHANGE

The AUAR study area is the 2,350-acre Airport South District in the City of Bloomington. The area is bounded by I-494 and the Minneapolis-St. Paul International Airport on the north, TH 77 (Cedar Avenue) on the west and the Minnesota River and the Minnesota Valley National Wildlife Refuge on the south and east.

STUDY APPROACH—NO CHANGE

There is no change from the 2002 Study Approach at this time. The goal of this update is to extend the timeframe of the AUAR through the year 2014. This update of the AUAR is to take place prior to the Airport South District Plan process, that is anticipated to be completed by May, 2010.

AUAR DEVELOPMENT SCENARIO

A summary of development scenario changes since 2002 is provided in Table 1.

TABLE 1: DEVELOPMENT SCENARIO/LAND USE CHANGES FOR THE AIRPORT SOUTH DISTRICT AUAR

Site	Existing Land Use	AUAR Development Scenario
Met Center Site	3,200 surface parking spaces, 332,704 square feet of retail space with 1,431 constructed parking spaces.	5.6 msf mixed use ⁽¹⁾ <ul style="list-style-type: none"> • 1,600 hotel rooms • 3,425,000-square foot retail/entertainment • 600,000-square foot office
Adjoining Lands	1,775 surface parking spaces and a storm water pond	1.0 msf of retail and 7,500 parking spaces
Federal RPZ Block (includes 11 parcels)	Zone A—Runway Protection Zone (RPZ)	No parking, no development—RPZ has been implemented.
Bloomington Central Station (Health Partners Campus)	471,000 square feet of leaseable office space 263 condominium dwelling units	Bloomington Central Station Transit Oriented Development.—Phased Project. (Replaces previous Olnick Project.)
Robert Muir/Park 'N Fly 3700/3750 East 80 th Street ramp	996-stall parking ramp, 1,220 surface parking spaces and a 430,000 square foot structure	750,000-square foot office; 3,000 parking spaces
Proposed LRT Corridor	Rail corridor and stations	Project implemented. Hiawatha LRT is operational With 3-car stations in place and a recently constructed LRT station at 34 th Avenue and American Blvd.
Kelley Property	Agriculture/open space	Original Scenario—650,0000-square feet Office and 931 residential units.
Remainder of Airport South District	Existing land uses	Most notable changes include Metropolitan Airports Commission acquisition of the Forest Glen Apartments and single-family residential homes along Long Meadow Circle.

⁽¹⁾ The proposed Mall of America Expansion on the Met Center site was also studied in a separate EIS process completed in early 2001.

A summary of the development actions taken in the Airport South District is provided in Table 1A.

TABLE 1A: DEVELOPMENT ACTIONS IN THE AIRPORT SOUTH DISTRICT AUAR SINCE 2002

Site	Development Actions since 2002	Date
Federal Runway Protection Zone (RPZ) Block	Project implemented. Previous development removed.	March 2005
Bloomington Central Station (Health Partners Campus)	City approved a mixed use transit oriented development –Bloomington Central Station. Construction of BCS park completed in 2007 and demolition of three buildings to prepare for redevelopment – in 2009.	December 2005
LRT Corridor	LRT – Hiawatha Light Rail Transit line has been constructed and is operational. Included are three stations serving Airport South. A fourth LRT station is under construction at 34 th Avenue and American Blvd. (online spring 2010).	December 2004
Kelley Property	Development plan proposed was not approved by the City; plan was in conflict with the MSP 2004 Airport Zoning Code. No change in development intensity—650,000 square feet and 931 residential unit (for traffic analyses only)	July 2004
Forest Glen Apartments	MAC purchase since the noise impacts from the new north-south runway 17-3 were greater than FAA requirements for residential properties.	2005
Long Meadow Circle	Single-family residential properties purchased by MAC since the noise impacts from the new north-south runway 17-3 were greater than FAA requirements for residential properties.	2005
East Old Shakopee Road	Single-family residential properties purchased by MAC since the noise impacts from the new north-south runway 17-3 were greater than FAA requirements for residential properties.	2005

STAGING AND SCHEDULE

The AUAR land use scenario timeframe for development extends through the year 2014. However, the timing and sequence of construction of individual developments is unknown at this time.

INFRASTRUCTURE

Infrastructure improvements contained in the 2002 AUAR include transportation, sanitary sewer and water utility, pedestrian improvement, and storm water management projects. These projects would facilitate anticipated development levels identified in the original 2002 AUAR Development Scenario.

The AUAR list of projects will be modified based on the projections presented in an adopted Airport South District Plan. In the period prior to the completion of the Airport South District Plan, a proposed individual final development plan for a project that would be of an equal or lesser magnitude than that contained in the 2002 AUAR would be evaluated relative to the parameters contained in the 2002 AUAR and current applicable regulations. A proposed final development plan project that would be greater in magnitude than that contained in the 2002 AUAR would require a supplemental analysis that would be conducted during the normal City approval process.

Transportation

The Airport South District is served by local and regional roadways, regional trails and sidewalk/bikeways, numerous bus routes, and the Hiawatha Light Rail Transit (completed in 2004). Since the 2002 AUAR, there are four transportation studies that supplemental information that take into consideration the AUAR Update's revised development scenario. These four studies are:

- Mall of America Traffic Study (9/2006),
- Airport South Roadway Infrastructure Improvements Study (1/2007),
- Mall of America Way-finding, Concept of Operations (2/2007), and
- 494 Corridor Study (7/2008).

In addition, there have been a number of infrastructure changes to Airport South that are shown in Table 1b. The status of planned and programmed roadway improvements identified in the 2002 AUAR is presented in Table 2.

Improvements related to the proposed Phase II of the Mall of America are listed in the Mall of America Traffic Study contained in Appendix B. The Mall of America Way-finding study is attached as Appendix D. Revisions and additions to the transportation section of the AUAR will be included after the completion of the Airport South District Plan.

TABLE 1B: TRANSPORTATION PROJECTS COMPLETED IN THE AIRPORT SOUTH DISTRICT AUAR SINCE 2002

Roadway	Result of Project
Lindau Lane from TH77 to 24 th Ave	<ul style="list-style-type: none"> ○ Increased throughput, traffic handling capacity, and safety. This was accomplished by providing additional through lanes, adding auxiliary lanes, improving signal operation, and providing additional sidewalks/bikeways for the non-motorized traveling public. Improvements to the storm sewer were also completed along with the project.
American Blvd (formally 79 th St) from TH77 to 24 th Ave	<ul style="list-style-type: none"> ○ Realignment and upgrade ○ Align E 79th St to the west with E 80th St to the east, meeting at 24th Ave further south of the 494 corridor improving safety and operation at the 24th/494 interchange
Killebrew Drive from TH77 to 24 th Ave	<ul style="list-style-type: none"> ○ Added left turn capacity thus improving safety and thru-lane operation of Killebrew Drive.
East Old Shakopee Road at 28 th Ave	<ul style="list-style-type: none"> ○ Increased throughput traffic handling capacity, and safety by adding turn lane capacity for Eastbound to Northbound left turns and Southbound to Westbound right turns. Improvements to existing underground utilities were also completed along with the project.
Hiawatha Light Rail Transit	<ul style="list-style-type: none"> ○ Completed in 2004 ○ Runs from downtown Minneapolis, through the Minneapolis/St. Paul International Airport, to the Mall of America ○ Includes three stations in Airport South currently. A fourth station at 34th Avenue and American Blvd is under construction and scheduled for completion in fall of 2009/spring 2010.

**TABLE 2: SUMMARY OF PLANNED/PROGRAMMED ROADWAY IMPROVEMENTS
FROM THE ORIGINAL 2002 AUAR**

	Location		Scheduled to be Completed by:	Lead Agency	Status ⁽⁴⁾
No.	Regional System Improvements⁽¹⁾⁽³⁾				
1	Longfellow Avenue	Reconstruct	2002	MAC	Complete 2002
2	66th Street	Reconstruct interchange	2003	MAC	Complete 2007
3	24 th Avenue	Modify westbound ramp to northbound free right	2002	MAC/ Mn/DOT	Delayed
4	79th/80th Street (now American Blvd.)	Construct bridge at I-35W	2003	Bloomington	Complete 2005
5	Lyndale Avenue	Reconstruct interchange	2005	Richfield	Complete in 2009
6	34 th Avenue to Mall of America	Hiawatha LRT	2004	Mn/DOT	Complete 2005
7	I-494/34th Avenue north-side off-ramps	Provide up to five lanes at ramp, as needed (dual left-turn, two through, one right-turn lane)	2006	MAC/ Mn/DOT	Partially Complete
8	I-494/34th Avenue south-side off-ramps	Provide up to four lanes at ramp, as needed (dual left-turn, left/through shared lane, right-turn lane)	2006	Mn/DOT/ Bloomington	Partially Complete
9	East 79th Street (now American Blvd.) (TH 77 to 24th Avenue)	Reconstruct/realignment/geometric improvements	2003	Bloomington	Complete 2003
No.	Local System Improvements⁽²⁾				
10	East Old Shakopee Road/ 28th Avenue	Improve intersection	2006	Bloomington	Complete 2008
11	East Old Shakopee Road from 32nd to 24th Avenue	Reconstruct, realign, geometric improvements	2006	Bloomington	Scheduled 2015

12	24 th Avenue/ Lindau Lane	Modify Lindau Lane/TH 77 to 24th Avenue	2006	Bloomington	Completed 2004
13	24 th Avenue Operation Upgrade	I-494 to Lindau Lane (geometrics)	2006	Hennepin Co./ Bloomington/ Mn/DOT	Scheduled 2012
14	24 th Avenue ITS Information Signage	I-494 to 86th Street	2006	Hennepin Co./ Bloomington/ Mn/DOT	Scheduled 2013
15	80th Street Upgrade (now American Blvd.)	Upgrade of 80th Street between 24th and 34th Avenues to provide five approach and three departing lanes at critical intersections	2006	Bloomington	Modified Scope

⁽¹⁾Summary provided by Mn/DOT (9/7/99).

⁽²⁾Summary provided by City of Bloomington Public Works (8/17/99).

⁽³⁾Updated information provided in Mn/DOT 12/12/01 comments on the Draft AUAR.

⁽⁴⁾The intent of the Status column in this table is to report on the original AUAR Planned Roadway Improvements. Additional traffic and related improvements information is included in Appendices.

Sanitary Sewer

The 2002 AUAR included a recommendation from the 1998 Sanitary Sewer Policy Plan to install a new 18-inch sanitary sewer main parallel to Cedar Avenue to connect directly into the sanitary sewer trunk line in Killebrew Drive. This line was constructed in 2003. The line will relieve demands on the 24th Avenue sewer main at Killebrew Drive and East Old Shakopee Road resulting from increased flows from a possible Mall of America Phase II project.

The 2002 AUAR noted that the sanitary sewer line located along Killebrew Drive and East Old Shakopee Rd (from about 21st Ave to 28th Ave) was also in need of capacity improvements. In the summer of 2008 new pipe was installed at the east and west ends of the segments. The remaining central portion of the needed sanitary sewer pipe improvement will be installed in conjunction with future 24th Ave (CSAH #1) and Killebrew Drive intersection improvements.

Additionally, a short segment of the sewer main in 28th Ave (north of E Old Shakopee Rd) is in need of capacity improvements and will likely be upgraded in conjunction with future street reconstruction. The sanitary sewer system will need to be extended south to serve future development on the property south of East Old Shakopee Road.

Modeling conducted by the City's consultant, in 2007 indicated that the remainder of the City's sewer system in Airport South is adequate to serve the increased flows from the AUAR development scenario presented in the 2002 AUAR.

Surface Water Resources

The Bloomington Comprehensive Surface Water Management Plan (CSWMP) was completed in 2007 and approved by the City Council on October 8, 2007.

The surface water resources section of the 2002 AUAR was based on the City's Comprehensive Surface Water Management Plan (CSWMP). The CSWMP was updated in 2007. Key items in the update that apply to all development in the City and Airport South include the following:

- *Surface water discharge rates from new development and redevelopment resulting in disturbance of land greater than or equal to one (1) acre must, at a minimum, not exceed existing discharge rates.*
- *Surface water discharge rates from new development and redevelopment on sites disturbing less than one (1) acre of land must be reviewed by the City Engineer.*

Surface Water Pollutant Assessment

The City completed a surface water pollutant load assessment in 2007. The assessment measures changes in stormwater volume, total suspended solids, and phosphorus from 1988 to 2007 and 2007 to 2020. The results of this load assessment were incorporated into a non-degradation report that includes best management practices (BMPs) to be implemented to reduce pollutant loadings back to 1988 levels or lower. Recommendations of the report included:

- Infiltration requirements for new development/redevelopment (Nine Mile Creek Watershed only).
- Completion of a natural resources inventory for any proposed project.
- Water quantity/quality modeling updates. (Not part of non-degradation requirements).
- Gully inventory.
- Regional infiltration.

Watershed District Activities

There is one watershed management organization and one watershed district with jurisdiction in Airport South: 1) Richfield Bloomington Watershed Management Organization; and, 2) Lower Minnesota Watershed District. Both watershed management organizations have adopted new regulations that will have an effect on the character and form of future development.

- Richfield Bloomington Watershed Management Organization has updated their Watershed Management Plan and now has a policy that encourages low impact development (LID) and enhanced infiltration practices to limit total suspended solids, surface water runoff volume, and phosphorus to 1988 levels.

- The Lower Minnesota River Watershed District is formulating new rules requiring on-site retention or infiltration of stormwater.

Stormwater Management Projects and Activities Since 2002

Several stormwater management projects have been implemented that are consistent with the 2002 AUAR. These projects improve stormwater quantity and quality capacity and stormwater flow. Additionally, the Airport South stormwater quantity and quality models have been updated.

- Pond C Improvement

The Pond C project consisted of expansion of the existing water quality pond located in Mn/DOT right of way along TH 77, south of CSAH #1, to increase treatment efficiency prior to discharging to Long Meadow Lake and the Minnesota River. Pond C takes drainage from a significant portion of Airport South as well as drainage from TH 77 (Cedar Avenue) and areas west. The project doubled the surface area of the pond and added significant volume to improve phosphorus and sediment removal.

- American Blvd East (formerly 80th Street) Outfall

The American Boulevard East outfall project was undertaken to repair erosion and stabilize the outfall at the base of the bluff. The project was completed in the winter of 2004-2005. In addition, two water quality structures were installed above the bluff in public right of way to capture floating debris, and settle out solids and sediment prior to discharge.

Airport South Drainage and Water Quality Modeling Update

In 2008, a report updating the Airport South stormwater quantity and water quality models was completed. The Consultant used P8, Version 3.4, to model quality and XP-SWMM, Version 6.0, to model quantity. Results of the modeling updates the modeling contained in the original 2002 AUAR and provides a current assessment of existing conditions. Modeling results indicate the following:

- 2008 P8 modeling results indicate that through on-site and regional BMPs and naturally occurring wetlands, approximately 52% of the annual total phosphorus was removed from the Smith Pond and Airport South Drainage Districts; and,
- Approximately 80% of the total suspended solids (TSS) loads generated are removed from the Smith Pond and Airport South Drainage Districts prior to discharge to downstream Long Meadow Lake.

Appendix A includes the 2008 Airport South Drainage District modeling results.

SECTION 9 LAND USE

The 2002 AUAR noted that the Joint Airport Zoning Board (JAZB) was in the process of updating the 1984 MSP Zoning Ordinance. A revised MSP Zoning Ordinance has been adopted and is an important factor in Airport South development.

Airport Zoning Regulations

The JAZB initiated an update of the 1984 MSP Zoning Ordinance in September, 2003 to prepare for future operations on the new north-south runway—Runway 17-35. The result of the updating process is the 2004 MSP Zoning Ordinance that was adopted by the JAZB and approved by the Minnesota Department of Transportation.

Key elements of the 2004 MSP Zoning Ordinance include:

- Establishment of Airport Safety Zones and Airspace Zones that regulate land uses and structure height.
- Establishes airspace obstruction regulations and land use safety zoning for the MSP north-south runway—Runway 17-35.

In 2004 the City of Bloomington adopted Airport Runway Overlay Districts and related height regulations to provide consistency and reference points to the 2004 MSP Zoning Ordinance. The overlay districts mirror the 2004 MSP Zoning Ordinance regulations.

There are two City overlay zoning districts in Airport South —AR-17 and AR-22. These overlay districts correspond to the safety zones for MSP Runway 4-22 that is south and west of the I-494 and TH-77 interchange. The overlay districts also affect the new north-south MSP Runway 17-35 in Airport South.

- The AR-17 Overlay District land use regulations prohibit all structural uses within Safety Zone A, except for necessary aircraft navigational structures, as provided for in the 2004 MSP Zoning Ordinance.
- The uses prohibited within Safety Zone B as provided for in the 2004 MSP Zoning Ordinance are amphitheaters, campgrounds, churches, fuel storage farms, hospitals, nursing homes, stadiums, theaters, trailer courts, residential uses and ponds above the 800 foot elevation (mean sea level).
- Height regulations within the AR-17 Overlay District are based on the 2004 MSP Zoning Ordinance regulations for Airspace Zones.

The AR-22 Overlay District land use regulations regulate structures within Safety Zone B as provided for in the 2004 MSP Zoning Ordinance. Safety Zone A does not extend into the AR-22 Overlay District. Use regulations within Safety Zone B of the AR-22 Overlay District and AR-17 are similar. Height regulations are based on the 2004 MSP Zoning Ordinance for Airspace Zones.

SECTION 10 COVER TYPES

There are no cover type changes from the 2002 Airport South AUAR.

SECTION 11 FISH, WILDLIFE & ECOLOGICALLY SENSITIVE RESOURCES

(Subsection A) There is a stream located south and east of East Old Shakopee Road and 24th Avenue. The U.S. Fish and Wildlife Service (USFWS) and the Minnesota Department of Natural Resources (DNR) stocked the stream with heritage-strain brook trout in 2007. The DNR evaluated the fish in 2008 and 2009 and found the stream seems to be sustaining a small population of trout with evidence of possible reproduction occurring. USFWS or the DNR may pursue formally designating it as a trout stream in the future.

(Subsection B) There are no changes from the 2002 Airport South AUAR. An updated database of rare plant and animal species and other significant natural features has been obtained from the Minnesota Department of Natural Resources' (DNR) Natural Heritage and Non-game Research Program and is provided in Appendix C.

SECTION 12 PHYSICAL IMPACTS ON WATER RESOURCES

There are no changes from the 2002 Airport South AUAR.

SECTION 13 WATER USE

There are no changes from the 2002 Airport South AUAR.

SECTION 14 WATER-RELATED LAND USE MANAGEMENT DISTRICT

There are no changes from the 2002 Airport South AUAR.

SECTION 15 WATER SURFACE USE

There are no changes from the 2002 Airport South AUAR.

SECTION 16 EROSION AND SEDIMENTATION

There are no changes from the 2002 Airport South AUAR.

SECTION 17 WATER QUALITY: SURFACE WATER RUNOFF

The 2002 analysis provided a comparison of surface water quantity and quality for existing and post-AUAR development conditions in the Airport South District. The XP-SWMM model (a modified version of the EPA SWMM model) was utilized for a storm water quantity assessment and the P-8 Urban Catchment Model (W. Walker, Jr. 1998) model was utilized for the water quality assessment.

2002 XP-SWMM Quantity Modeling Results

The AUAR 2002 development scenario results in an approximately 2.4-acre net decrease in impervious surfaces in the Airport South area, compared to existing conditions.

The City's revised 2007 Comprehensive Surface Water Management Plan requires all new development/redevelopment to maintain surface water discharge rates at or below existing levels. The AUAR revised development scenario would not increase the rate of discharge, compared to existing conditions.

2002 P-8 Water Quality Modeling Results

The 2002 AUAR modeling assumed that on-site rate control and water quality treatment at all redevelopment sites will meet Nationwide Urban Runoff Program (NURP) requirements in conformance with City and Lower Minnesota River Watershed District requirements.

2002 AUAR Water quality modeling results indicated the following:

- The post-AUAR development scenario that includes on-site detention/treatment increases pollutant removal, resulting in a six percent overall decrease in post-AUAR TSS outflow loading compared to existing conditions.

2009 Regional Water Quality Ponding Status

The 2002 AUAR analysis indicated that regional Pond C did not meet expected removal efficiencies for any of the parameters modeled. This inability to meet expected removal efficiencies is related to two Pond C characteristics: (1) the overall drainage area of Pond C is larger than the treatment capacity of the impoundment and, (2) The pond was constructed prior to NURP or MPCA design guidelines or standards. These deficiencies were addressed in the Pond C improvement project completed in 2008.

The 2002 AUAR, also, addressed pollutant overloading from accidental spills from commercial and industrial properties within the Airport South District. City staff continues to work with commercial/industrial property owners on site-specific spill prevention plans when required by NPDES and MPCA permitting. In addition, the City's

SWPPP specifically addressed illicit discharges to the storm sewer system and has implemented a number of BMP's accordingly.

In 2008, a consultant completed a report updating the Airport South stormwater quantity and water quality models. The consultant used P8 to model quality and XP-SWMM, to model quantity. Results of the modeling updates the modeling contained in the original 2002 AUAR and provides a current assessment of existing conditions from which to build on. Modeling results indicate the following:

- 2008 P8 modeling results indicate that through on-site and regional BMPs and naturally occurring wetlands, approximately 52% of the annual total phosphorus was removed from Smith Pond and Airport South Drainage Districts; and,
- Approximately 80% of the total suspended solids (TSS) loads generated are removed from the Smith Pond and Airport South Drainage Districts prior to discharge to downstream Long Meadow Lake.

Appendix A includes the 2008 Airport South Drainage District modeling results.

2002 Issues Assessment

It is noted in this update that the Pond C project allowing for expansion and improved treatment capability was completed in 2008. This allows for an increase in regional ponding capacity and treatment.

Additionally, all final development projects will have to meet the City's revised 2007 Comprehensive Surface Water Management Plan requirement to maintain surface water discharge rates at or below existing levels.

The stormwater management system would be able to maintain, if not improve on, the water quality guidelines noted in the 2002 AUAR and the impacts resulting from the AUAR Update development scenario. Additional stormwater best management techniques emphasizing a range of Low Impact Development and green infrastructure techniques (BMPs) are being considered in the Airport South District Plan. Stormwater quality recommendations will be included in an Airport South District Plan – AUAR update.

SECTION 18 WATER QUALITY: SANITARY WASTEWATER

The 2002 AUAR included a recommendation from the 1998 Sanitary Sewer Policy Plan to install a new 18-inch sewer main parallel to Cedar Avenue to connect directly into the sanitary sewer trunk line in Killebrew Drive. This 18-inch sewer line was constructed in 2003. The line will relieve demands on the 24th Avenue sewer main juncture at Killebrew Drive and East Old Shakopee Road resulting from increased flows from a Mall of America Phase II project.

The 2002 AUAR also indicated that the sewer line located along Killebrew Drive and East Old Shakopee Road (from about 21st Ave to 28th Ave), needed capacity improvements. In the summer of 2008 new pipe was installed at the east and west ends of the segment needing capacity upgrades. The remaining central portion will be installed in conjunction with future 24th Ave and Killebrew Dr intersection improvements. A short segment of sewer line in 28th Ave (north of E Old Shakopee Rd) also needs capacity improvements and will likely be upgraded in conjunction with future street reconstruction.

In 2008, the MCES abandoned the regional wastewater lift station and forcemains that were capable of diverting sanitary flows north to an alternate treatment plant. As a result, City staff anticipates reconveyance of several regional interceptors in the Airport South District, including the Cedar Avenue interceptor (7804). Once the reconveyance occurs, it will negate the 85 percent capacity restrictions discussed in the 2002 AUAR.

SECTION 19 GEOLOGIC HAZARDS AND SOIL CONDITIONS

(Subsection A) EXISTING AND PAST CONDITONS:

There are no changes from the 2002 Airport South AUAR assessment.

(Subsection B) SOIL:

There are no changes from the 2002 Airport South AUAR assessment.

SECTION 20 SOLID WASTES, HAZARDOUS WASTES, STORAGE TANKS

(Subsection A) Solid or Hazardous Wastes

There are no changes from the 2002 Airport South AUAR assessment.

(Subsection B) Toxic or Hazardous Materials.

No response is required for an AUAR.

(Subsection C) Above or Below Ground Storage Tanks.

There are no changes from the 2002 Airport South AUAR assessment.

SECTION 21 TRAFFIC

Since the preparation of the AUAR in 2002, four relevant traffic study updates have been completed that provide an updated information. These four studies are:

- Mall of America Traffic Study (9/2006),
- Airport South Roadway Infrastructure Improvements Study (1/2007);
- Mall of America Way-finding, Concept of Operations (2/2007), and
- 494 Corridor Study (7/2008).

The Mall of America Traffic Study is Appendix B and the Mall of America Way-finding study is Appendix D.

Mall of America Traffic Study

This study began as a traffic assessment of the revised 5.6 million sq. ft. MOA Phase II expansion and was expanded to include all of Airport South. The result of the study was to allow for improvements that are interrelated, and were based on previously completed studies. Beyond the MOA Phase II development, City Staff projected anticipated development within Airport South out to 2030. Two development years were analyzed, 2012 and 2030.

Airport South Improvements Study

Building on the MOA Traffic Study, the Airport South Improvements Study identified estimated costs and apportion those costs to the developments contributing trips to the needed improvements. The development scenario was the same as that used in the MOA Traffic Study that was expanded to include all of Airport South.

Mall of America Way-finding, Concept of Operations

Certain roadways in Airport South are congested during the Mall of America's peak travel days, while others are underutilized. Electronic wayfinding signage can be used to distribute traffic equally among the available routes. A concept of operations for implementing electronic signs to accomplish this was completed in February of 2007. The City is working towards implementing a portion of the Wayfinding system in 2010 on I 494 and TH77.

494 Corridor Study

In conjunction with MnDOT, MAC, Richfield and Edina, a study of the growth impacts to I-494 was commissioned in 2007 and completed in 2008. The study had a more regional rather than local approach. Land use projections were further analyzed resulting in modified estimates in the total amount of new development. Bloomington's and MAC's major focus was on the 34th Ave and I-494 interchange area. This is a complex area in which future improvements are needed to accommodate the LRT alignment and operations. The report includes design alternatives, but Bloomington has not approved any of the design alternatives.

Transportation System Improvement Projects

The following changes to the transportation system have been completed:

- Lindau Lane from TH77 to 24th Ave
 - Increased capacity
- American Blvd (formerly 79th St) from TH77 to 24th Ave
 - Realignment and upgrade
 - Align 79th street to the West with 80th Street to the east (now American Boulevard), meeting at 24th Ave

- Killebrew Drive from TH77 to 24th Ave
 - Added left turn lane capacity
- East Old Shakopee Rd at 28th Ave
 - Increased capacity
- Light Rail Transit
 - Completed in 2004
 - Runs from downtown Minneapolis, through the Minneapolis/StPaul International Airport to the Mall of America
 - Including three stations in Airport South currently, with a fourth station under construction at American Boulevard and scheduled for completion in the fall of 2009/spring of 2010.

A comprehensive revision of this section, incorporating updated traffic studies/analyses will be prepared after completion and adoption of the Airport South District Plan (Fall 2010).

SECTION 22 VEHICLE-RELATED AIR EMISSIONS

There are no changes from the 2002 Airport South AUAR assessment.

SECTION 23 STATIONARY SOURCE AIR EMISSIONS

No response is required for an AUAR.

SECTION 24 ODORS, NOISE AND DUST.

There are no changes from the 2002 Airport South AUAR assessment.

SECTION 25 NEARBY RESOURCES

(Subsection A) Archaeological, Historical or Architectural Resources.

As identified in the 2002 AUAR, the AUAR Update continues to note the prehistoric site identified as the Van Ness Mounds (site 21HE8) on the property at 2901 East Old Shakopee Road. This mound group of 24 conical mounds was originally mapped by T.H. Lewis in 1882.

The Minnesota's "Private Cemeteries Act" ([307.08](#)) affords all human remains and burials older than 50 years, located outside of platted, recorded or identified cemeteries, protection from unauthorized disturbance. This statute applies to burials on either public or private lands or waters. The Minnesota Office of the State Archaeologist works in concert with the Minnesota Indian Affairs Intertribal Council (MIAIC) on sites that are under the jurisdiction of the Minnesota Private Cemeteries Act.

(Subsection B) Prime/Unique Farmland or Agricultural Preserve Land

There are no changes from the 2002 Airport South AUAR.

(Subsection C) Designated parks, recreation areas or trails

The Bloomington Central Station (BCS) project includes a two-acre Central Station Park that was constructed in 2007. The park is located north of the Hiawatha LRT Bloomington Central Station. The park is designed to allow for a range of passive and limited-active recreation opportunities. Functionally, the park is a major pedestrian link to adjacent buildings and the BCS LRT station. The park will play an important urban design role in complementing adjacent buildings and uses.

(Subsection D) Scenic views and vistas

There are no changes from the 2002 Airport South AUAR.

SECTION 26 VISUAL IMPACTS.

There are no changes from the 2002 Airport South AUAR.

SECTION 27 COMPATIBILITY WITH PLANS & LAND USE REGULATIONS

The 2008 AUAR revised development scenario presents a comprehensive view of the anticipated major commercial and mixed-use development in the Airport South area through the year 2014. The proposed intensity of development is based on the existing land use designations and zoning controls. This development scenario is also consistent with the requirements for AUAR land uses as defined in Minnesota Rules 4410.3610, Subpart 3.

The current land use designations and zoning controls were updated with the City's Comprehensive Plan update in 2000. They were also affected by the Federal Runway Protection Zone (RPZ) and State transition safety zones for the new Minneapolis-St. Paul International Airport north-south runway. The land use restrictions for the RPZ and transition zones are described in Section 9 of this AUAR update.

SECTION 28 IMPACT ON INFRASTRUCTURE AND PUBLIC SERVICES.

Section 6. Description includes summaries on the impact on infrastructure and public services. The following areas are included: transportation, sanitary sewer and water utility, pedestrian improvement, and storm water management projects.

SECTION 29 CUMULATIVE POTENTIAL EFFECTS

There are no changes from the 2002 Airport South AUAR.

SECTION 30 OTHER POTENTIAL ENVIRONMENTAL IMPACTS

There are no changes from the 2002 Airport South AUAR.

SECTION 31 SUMMARY OF ISSUES

There are no changes from the 2002 Airport South AUAR.

RGU CERTIFICATION. *(The Environmental Quality Board will only accept **SIGNED** Environmental Assessment Worksheets for public notice in the EQB Monitor.)*

I hereby certify that:

- The information contained in this document is accurate and complete to the best of my knowledge.
- The AUAR describes the complete projects; there are no other projects, stages or components other than those described in this document, which are related to the project as connected actions or phased actions, as defined at Minnesota Rules, parts 4410.0200, subparts 9b and 60, respectively.
- Copies of this AUAR are being sent to the entire EQB distribution list.

Signature _____ Date

Title

Alternative Urban Areawide Review was prepared by the staff of the Environmental Quality Board at the Minnesota Department of Administration, Office of Geographic and Demographic Analysis. For additional information, worksheets or for *AUAR Guidelines*, contact: Environmental Quality Board, 658 Cedar St., St. Paul, MN 55155, 651-201-2492, or <http://www.eqb.state.mn.us>