

# APPENDIX C

## DEVELOPMENT ACTIVITY, STUDIES, AND INFRASTRUCTURE PROJECTS COMPLETED SINCE 2002

Since the original AUAR was approved in 2002, a significant amount of new development has occurred, and various studies completed to ensure infrastructure is in place to adequately serve and mitigate impacts related to new development. These activities are summarized below.

### DEVELOPMENT ACTIVITY SINCE 2002

Since the original AUAR was approved in 2002, several sites in the original development scenario have been developed and additional redevelopment sites have been identified. Table C.1 below provides a summary of the major development activity that has occurred in the South Loop District since the original AUAR was approved in 2002.

**TABLE C.1: MAJOR DEVELOPMENT ACTIVITY SINCE 2002**

Site	Development Activity and Timing
Federal Runway Protection Zone (RPZ)	Previous development removed in 2005.
Bloomington Central Station ( <i>Health Partners Campus</i> )	Preliminary Development Plan approved for Bloomington Central Station mixed use/TOD (2005). Construction completed on 263-unit Reflections condominium towers (2006), BCS park (2007), 302 room Hyatt Regency Hotel (2015), 394 unit IndiGO apartments (2016), and 398 unit Fenley apartments (2020).
LRT Corridor	Hiawatha Light Rail Transit line opened in Dec 2004. Includes four stations serving South Loop.
Kelley Farm Property ( <i>subTAZ 471c</i> )	City denied proposed development plan for 650,000 SF office and 931 residential units (July 2004) due to conflict with the MSP 2004 Airport Zoning Code. However, the proposed development plan was used for traffic analysis in 2002 AUAR. Property is currently listed for sale by private property owner.
Forest Glen Apartments ( <i>sub TAZ 471c</i> )	MAC purchased due to airport noise impacts. Apartments and 3 single family homes removed in 2006. MAC sold the property to a developer who constructed a 182 room hotel and 38,600 sf commercial entertainment venue, opened in 2020
Long Meadow Circle ( <i>subTAZ 471d</i> )	MAC purchased 21 single family parcels due to noise impacts. Houses removed in 2006. MAC is marketing the properties.
East Old Shakopee Road ( <i>subTAZ 471b</i> )	MAC purchased 10 single family parcels due to the noise impacts. Houses removed in 2006. The City purchased the parcels and built a 30,600 sf fire station on the property, which opened in 2019.
Apple Tree ( <i>sub TAZ 471e</i> )	A 146 unit senior housing project was approved and commenced construction in 2021.
Metro Office Park ( <i>subTAZ 472B</i> )	113 room Springhill Hotel and 146 room Hampton Inn Hotel (2006)

Site	Development Activity and Timing
Alpha/Interstate Diesel sites (sub TAZ 472g)	City/Port Authority purchased these 5 properties in 2010. A 118 room hotel opened in 2015 and a 148 room hotel and parking ramp opened in 2016. City/Port cleared industrial sites for redevelopment and plans approved in 2021 for a multi-phased mixed office/industrial technology campus. Construction on Phase 1 commenced in 2021 with all phases anticipated to be completed by about 2035.
Hotels/Polar Semiconductor (subTAZ 472e)	A 99,000 SF “clean room” expansion was completed in 2012 on the Polar Semiconductor campus. A 170 room hotel opened in 2020 at 28 <sup>th</sup> Ave and American Blvd.
Metro Transit Park n Ride Ramp (subTAZ 472e)	Metro Transit constructed a 1,450-space park and ride ramp adjacent to the 28 <sup>th</sup> Avenue LRT station. The park and ride opened in 2008.
Mall of America Phase 1 (subTAZ 473B)	A 501-room Radisson Blu hotel opened on the “south pad” (2013); a 342 room JW Marriott hotel, 180,000 SF office and 270,000 SF retail opened on the north “phase 1C” pad (2015). The MOA Transit Station was significantly renovated in 2018-2019.
Mall of America Phase 2 (sub TAZ 473B)	In 2015, the City approved a revised preliminary development plan for MOA Phase 2. Proposed development is included in the revised development scenario and shown on Table 6.2.
Mall of America Phase 3 (sub TAZ 473B)	MAC sold the “adjoining lands” site to Triple 5 (owners of MOA) in 2014. Phase 3 site is included in revised preliminary development plan for MOA City approved in 2015. Updated development forecasts are shown on Table 6.2.
Gateway (subTAZ 473a)	City/Port Authority acquired the former Thunderbird hotel site and demolished the building (2016/2017). City/Port Authority is currently marketing the site for redevelopment.

**INFRASTRUCTURE STUDIES AND PROJECTS COMPLETED SINCE 2002**

Several infrastructure studies and projects have been completed to serve new development and ensure forecast future development is adequately served by public infrastructure. These studies review potential development impacts on public facilities and system and the natural environment and identify measures to minimize and/or mitigate identified impacts.

Following is a summary of efforts completed to date:

Transportation Studies

The South Loop District is served by local and regional roadways, regional trails and sidewalk/bikeways, numerous bus routes, the Red Line bus rapid transit (BRT), and the Blue Line light-rail transit (f/k/a Hiawatha LRT - completed in 2004). A complete South Loop (formerly Airport South) traffic study was completed for the original AUAR in 2002. Since then, 24 additional transportation studies have been conducted. Most of these were conducted to evaluate transportation system improvements needed to facilitate specific development proposals. These include:

- Bloomington Central Station Traffic Study (10/2004);
- Mall of America Traffic Study, Phase II (9/2006);
- South Loop Roadway Infrastructure Improvements Study (1/2007);
- Mall of America Way-Finding, Concept of Operations (2/2007);
- I-494 and TH-77 Corridor Forecasting and Concept Development Study (6/2008);
- South Loop District Plan – Traffic Analysis (7/2009);
- Mall of America Phase II Traffic Study – Renaissance Hotel (11/2007);
- Arterial Transitway Corridor Study (Metro Transit, 2009)
- METRO Red Line Implementation Plan Update (Dakota County, 2009 and 2016)
- Lindau Lane Grade Separation Project – Recommended Intersection Geometrics (6/2012);
- Lindau Lane Extension Traffic Analysis (8/2012);
- Lindau Lane Grade Separation Project – MOA Ring Road Analysis for Westbound through Movement (11/2012);
- Thunderbird Road Technical Report (6/2012);
- Mall of America Phase 1C Traffic Operations Analysis (3/2012);
- Bloomington Central Station Traffic Analysis Update – Hotel Development (3/2013);
- Mall of America Phase 1C North Ring Road Traffic Operations Analysis (7/2013);
- Intersection Control Evaluation (ICE) Report – Lindau Lane at 28<sup>th</sup> & 30<sup>th</sup> Avenues (8/2013)
- Bloomington Central Station Residential Development Traffic Study (11/2013);
- Bass Pro Shops Development Traffic Study (8/2014);
- 8100 – 26<sup>th</sup> Avenue South Multi-Use Development Traffic Study (4/2015);
- Blue Line Traffic and Transit Signal Operations Study – Existing Assessment (5/2015);
- 8100 – 26<sup>th</sup> Avenue South Multi-Use Development Traffic Study (4/2015);
- Mall of America Phase 2B Traffic Study – Draft Detailed Review (11/2015);
- Blue Line Traffic and Transit Signal Operations Study – Proposed LRT and Traffic Signal Improvements (2/2016);
- South Loop Rail Analysis (3/2016);
- Metro Transit MOA Transit Station Renovations Traffic Study (5/2016);
- South Loop Waterpark Development Traffic Study (3/2020)
- SICK Inc. Development Traffic Study (6/2020)
- Bloomington Traffic Signal Improvements (Metro Transit) (12/2020)
- BCS4 Mixed Use Development Traffic Study (4/2021)
- American Boulevard/33<sup>rd</sup> Avenue Intersection Analysis Review (7/2021)

More comprehensive studies completed since 2002 include:

- South Loop District Roadway Infrastructure Improvement Study (2018); and
- Riverview Pre-Project Development Study (2017).

Transportation and Roadway Projects

A number of transportation projects have been completed in South Loop since 2002. Those completed prior to the last AUAR update (2017) and are described below.

**TABLE C.2: TRANSPORTATION PROJECTS COMPLETED IN AREA SINCE 2002**

Roadway	Result of Project	Year Completed
Lindau Lane from TH 77 to 24 <sup>th</sup> Ave	<ul style="list-style-type: none"> <li>○ 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.</li> </ul>	2004
American Blvd (formally 79 <sup>th</sup> St) from TH 77 to 24 <sup>th</sup> Ave	<ul style="list-style-type: none"> <li>○ Realignment and upgrade.</li> <li>○ Align E 79<sup>th</sup> St to the west with E 80<sup>th</sup> St to the east, meeting at 24<sup>th</sup> Ave further south of the 494 corridor improving safety and operation at the 24<sup>th</sup>/494 interchange.</li> </ul>	2004
Killebrew Drive from TH 77 to 24 <sup>th</sup> Ave	<ul style="list-style-type: none"> <li>○ Added left turn capacity thus improving safety and thru-lane operation of Killebrew Drive.</li> </ul>	2008
East Old Shakopee Road at 28 <sup>th</sup> Ave	<ul style="list-style-type: none"> <li>○ 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.</li> </ul>	2008
Hiawatha Light Rail Transit	<ul style="list-style-type: none"> <li>○ Runs from downtown Minneapolis, through the Minneapolis/St. Paul International Airport, to the Mall of America.</li> <li>○ Includes four stations in South Loop.</li> </ul>	2004
Regional/Freeway Wayfinding	<ul style="list-style-type: none"> <li>○ Installed hybrid static/dynamic wayfinding signs on freeways adjacent to the South Loop District.</li> <li>○ Dynamic exit numbers/road names guide traffic in real-time to underutilized and less congested entrances to the District.</li> <li>○ Increases traffic handling capacity of existing roadways by directing motorists to underutilized roadways during peak traffic periods.</li> </ul>	2011
I-494/34 <sup>th</sup> Ave Diverging Diamond Interchange	<ul style="list-style-type: none"> <li>○ Simplifies traffic operations at the interchange by removing turning traffic from the signalized ramp intersections</li> <li>○ Allows right and left turn movements to freeway entrance ramps to occur unopposed and without stopping.</li> <li>○ Hiawatha Light Rail Transit (Blue Line) continues to run in the center median of 34<sup>th</sup> Avenue.</li> </ul>	2013

Roadway	Result of Project	Year Completed
Lindau Lane Grade Separation	<ul style="list-style-type: none"> <li>Constructed a 140' long by 170' wide bridge and retaining walls to allow the Mall of America to continue mall expansion over/across Lindau Lane with direct first-level connections.</li> </ul>	2014
TH 77 to Lindau Lane Safety Improvement	<ul style="list-style-type: none"> <li>Raised the northbound TH77 ramp to better match Lindau Lane and to allow northbound to eastbound ramp traffic to merge with southbound to eastbound traffic prior to reaching the intersection of Ikea Way/20<sup>th</sup> Avenue.</li> <li>Allowing these merging movements has decreased crashes at this location.</li> </ul>	2014
Lindau Lane extension from 24 <sup>th</sup> Avenue to 30 <sup>th</sup> Avenue	<ul style="list-style-type: none"> <li>Extended Lindau Lane from the Mall of America to Bloomington Central Station as proposed in the South Loop District Plan.</li> <li>Included the construction of a roundabout at Lindau Lane and 28<sup>th</sup> Avenue.</li> </ul>	2014 -2015
30 <sup>th</sup> Avenue from American Blvd E to E Old Shakopee Road	<ul style="list-style-type: none"> <li>Created a north-south connection between American Boulevard East and East Old Shakopee Road.</li> </ul>	2015
South Loop Local Roadway Wayfinding	<ul style="list-style-type: none"> <li>Installed traffic monitoring cameras and electronic and static signs on local roads within the South Loop District</li> </ul>	2015
Killebrew Dr & 20 <sup>th</sup> Avenue	<ul style="list-style-type: none"> <li>Reconstructed southbound approach to repurpose lanes and provide dual southbound signalized right turn lanes.</li> </ul>	2018
Killebrew Dr & 22 <sup>nd</sup> Avenue	<ul style="list-style-type: none"> <li>Modified striping to single southbound and northbound left turn lane and modified signal timing to eliminate split phasing.</li> </ul>	2018

In addition to local roadway improvements, several improvements were made to the regional transportation system that impact traffic flow and circulation in the South Loop District. These are shown in the table below.

**TABLE C.3: SUMMARY OF REGIONAL ROADWAY IMPROVEMENTS IMPACTING SOUTH LOOP DISTRICT COMPLETED SINCE 2002**

	Location	Lead Agency	Status
Longfellow Ave	Reconstruct	MAC	Completed 2002
66 <sup>th</sup> Street	Reconstruct interchange	MAC	Completed 2007
24 <sup>th</sup> Ave	Modify westbound ramp to northbound free right	MAC/ Mn/DOT	Delayed
79 <sup>th</sup> /80 <sup>th</sup> Street (now American Blvd)	Construct bridge at I-35W	Bloomington	Completed 2005
Lyndale Ave	Reconstruct interchange	Richfield	Completed 2009

### Sanitary Sewer Infrastructure Improvements

Since 2017, six sewer items identified in the CIP and noted in the previous (2017) AUAR Update were completed. Four CIP items identified in the 2017 AUAR were eliminated by adjusting proposed future development service connection locations.

**TABLE C.4: SANITARY SEWER CIP PROJECT ITEMS COMPLETED SINCE 2017**

<b>2017 AUAR CIP item #</b>	<b>Description</b>	<b>Year Completed</b>
CIP-12A	○ Remove Siphon and upsize sewer serving the new Skywater facility near E old Shakopee Rd and E 88 <sup>th</sup> St.	2020
CIP-01A	○ 8" Replacement Sewer (17th Avenue from East 84th Street to East 86th Street)	2017
CIP-01B	○ 8" Replacement Sewer (East 86th Street from 17th Avenue to Bloomington Avenue)	2017
CIP-01C	○ Install new 24" trunk sewer in Bloomington Avenue (East 86th to East 90th Street) to reroute flow and free up capacity in South Loop sewer mains	2017
CIP-02C New Item 11	○ Upsize 15" sewer to 27" sewer (East Old Shakopee Road from 28th Avenue to 26th Avenue)	2021
CIP-20 New Item 11	○ Install new 24" and 27" trunk sewer in 28th Avenue from American Boulevard East to East Old Shakopee Road to reroute flow and free up capacity in 24th Avenue sewer mains	2021

### Water Facilities

Two water distribution projects have been completed since 2013 to meet development demands and improve the water system resiliency, as described in Table C.5 below. Local distribution pipes are added in conjunction with new development, as needed.

**TABLE C.5: WATER DISTRIBUTION PROJECTS COMPLETED SINCE 2013**

<b>Improvement</b>	<b>Description</b>	<b>Year Completed</b>
Lindau Lane	○ Constructed and/or replaced existing watermain with 16"	2013
30 <sup>th</sup> Ave.	○ Constructed and/or replaced existing watermain with 12"	2014

### Stormwater Management System Improvements

Several stormwater management projects to improve stormwater quantity and quality capacity and stormwater flow have been implemented since 2002 and are described in Table C.6 below.

**TABLE C.6: SURFACE WATER PROJECTS COMPLETED SINCE 2002**

Improvement	Description	Year Completed
American Blvd Outfall (f/k/a 80 <sup>th</sup> St. Outfall)	<ul style="list-style-type: none"> <li>○ Repaired erosion and stabilized the outfall at the base of the bluff.</li> <li>○ Constructed two water quality structures above the bluff in the right-of-way to capture floating debris and settle out solids and sediment prior to discharge</li> </ul>	2005
Pond C	<ul style="list-style-type: none"> <li>○ Expanded the existing water quality pond located in MnDOT right-of-way along TH 77, south of CSAH 1</li> <li>○ Increased treatment efficiency prior to discharging to Long Meadow Lake and the Minnesota River</li> <li>○ Doubled the surface area of the pond and added significant volume to improve phosphorus and sediment removal.</li> </ul>	2008
Long Meadow Lake Outfall	<ul style="list-style-type: none"> <li>○ Reconstructed an existing storm sewer outfall to Long Meadow Lake to reduce the energy and erosive forces at the outfall location</li> <li>○ Increased pipe size to 48" diameter</li> <li>○ Reduced pipe grade to 0% for the last 40 feet</li> <li>○ Constructed a two-cell energy dissipation basin</li> </ul>	2013
24 <sup>th</sup> Avenue Storm Sewer Project	<ul style="list-style-type: none"> <li>○ Tunneled a new 36" storm sewer pipe along the east side of 24<sup>th</sup> Avenue to accommodate stormwater from the Lindau Lane grade separation project.</li> </ul>	2013

The 2002 AUAR, also addressed pollutant overloading from accidental spills from commercial and industrial properties within the South Loop 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.

#### Flood Mitigation

The 2017 AUAR identified areas with potential for flooding under existing and future conditions. One of the sites identified was the MOA Transit Station. During reconfiguration of the transit station, modifications were made to alleviate potential flooding as described below:

- *MOA Transit Station* – During reconfiguration of the MOA Transit Station, a new 42-inch storm sewer system was installed to drain the LRT station low point. This system runs southeast from the LRT station, under 24<sup>th</sup> Avenue and connects to the proposed Lindau Lane Low Point system just north of Old Shakopee Road. Pipes and manholes within the existing storm sewer system were also modified.