

Environmental Assessment Worksheet

5100 West 82nd Street
W ½ of Section 6, T27N, R24W
Bloomington, Minnesota

September 6, 2007

Responsible Governmental Unit



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Project: 20061224.00

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ENVIRONMENTAL ASSESSMENT WORKSHEET (EAW)

Note to Preparers: The Environmental Assessment Worksheet provides information about a project that may have potential for significant environmental effects. The EAW is prepared by the Responsible Governmental Unit (RGU) or its agents to determine whether an Environmental Impact Statement (EIS) should be prepared. The project proposer must supply any reasonably accessible data for – but should not complete – the final worksheet. If a complete answer does not fit in the space allotted, attach additional sheets as necessary. The complete question as well as the answer must be included if the EAW is prepared electronically.

Note to Reviewers: Comments must be submitted to the RGU during the 30-day comment period following notice of the EAW in the *EQB Monitor*. Comments should address the accuracy and completeness of information, potential impacts that warrant further investigation, and the need for an EIS.

1. Project Title: 5100 West 82nd Street EAW

2. Proposer: The Richdale Group
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4. Reason for EAW Preparation

EIS Scoping Mandatory EAW Citizen Petition RGU Discretion Proposer Volunteered

If EAW or EIS is mandatory give EQB rule category subpart number(s) Part 4410.4300 Subp. 19D and subpart name(s) Residential Development.

An EAW is required for residential development if the total number of units that may ultimately be developed on all contiguous land owned or under an option to purchase by the proposer exceeds 375 attached units in a city with an adopted comprehensive plan.

5. Project Location

County: Hennepin County
City: Bloomington, Minnesota
Township: N/A
Section: W 1/2 of Section 6, T27N, R24W

The proposed project is generally located in the southeast quadrant of Interstate 494 and Normandale Boulevard in Bloomington (**Exhibit 5-1**).

Attach copies of each of the following to the EAW:

- County map showing the general location of the project;
- U.S. Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries (photocopy acceptable);
- Site plan showing all significant project and natural features.

All required maps are referenced throughout the EAW and can be found in **Appendix A**.

6. Description**a) Provide a project summary of 50 words or less to be published in the EQB Monitor.**

Redevelopment of the project site will include residential land uses on approximately 9.6 acres of land. Development is proposed to include up to 418 one and two bedroom units in two apartment buildings, 745 parking spaces in two parking ramps and a surface lot, and the extension of Stanley Road. The project area is located north of West 82nd Street at Stanley Road in Bloomington, Minnesota.

b) Give a complete description of the proposed project and related new construction. Attach additional sheets as necessary. Emphasize construction, operation methods, and features that will cause physical manipulation of the environment or will produce wastes. Include modifications to existing equipment or industrial processes and significant demolition, removal, or remodeling of existing structures. Indicate the timing and duration of construction activities.**Project Description**

The project site currently includes a vacant office/warehouse building and paved parking lot on 9.57 acres (**Exhibit 6-1**). The existing building and parking lot will be demolished. Redevelopment is proposed to include two four-story residential buildings with two parking ramps and a surface parking lot on 8.58 acres. Development will include up to 418 units, primarily one and two bedroom apartments with balconies. The north building has an approximate 58,000 square foot building footprint, and the south building has an approximate 62,000 square foot building footprint. Each building surrounds a landscaped center courtyard. The north building's courtyard contains a clubhouse/fitness center. Swimming pools are provided in both the north and south courtyards. The parking ramps are connected to the residential buildings and will contain five levels of parking above grade. A small surface parking lot will also be constructed between the buildings. In addition to the residential development, 0.86 acre will be dedicated as right-of-way for the future Stanley Road extension and 0.13 acre will be a remnant outlot (**Exhibit 6-2**).

Construction Timing

The project will be constructed in three phases beginning in 2008. Full build-out is anticipated by 2011, dependent upon market conditions.

Period I (2008):

- Demolition of the existing building and parking lot;
- Site preparation;
- Installation of erosion control measures; and

- Installation of private utilities.

Period II (2008 – early 2011):

- Construction of the north residential building and parking ramp;
- Final grading;
- Installation of pavement; and
- Exterior lighting and landscaping.

Period III (2009 – late 2011):

- Construction of the south residential building and parking ramp.
- Final grading;
- Installation of remaining pavement; and
- Exterior lighting and landscaping.

The timeframe for the extension of Stanley Road is unknown at this time, and currently it is not in the City's 5-year Capital Improvement Plan. The Richdale Group is requesting the extension of Stanley Road to be concurrent with the project.

Approximately 9.6 acres of land will be graded and \pm 40,000 cubic yards of soil will be moved to construct streets, buildings, parking areas, and utilities as needed. Demolition debris will be removed from the site and disposed of at an approved facility in accordance with state and local solid waste rules.

Construction dewatering may be conducted on an as-needed and permitted basis to install additional sanitary sewer, municipal water, and storm sewer. Best Management Practices will be implemented during and after construction to protect water quality and reduce the potential for soil erosion and sedimentation.

- c) **Explain the project purpose; if the project will be carried out by a governmental unit, explain the need for the project and identify its beneficiaries.**

The purpose of the proposed redevelopment project is to meet the growing demand for higher density residential housing within walking distance of transit, office employment and retail. The project will also provide life cycle housing opportunities. The Richdale Group, a private developer, will carry out the project.

- d) **Are future stages of this development including development on any outlots planned or likely to happen? Yes No. If yes, briefly describe future stages, relationship to the present project, timeline, and plans for environmental review.**

Future stages of this development are not planned.

e) **Is the project a subsequent stage of an earlier project?** Yes No. **If yes, briefly describe the past development, timeline, and any past environmental review.**

The project is not a subsequent stage of an earlier development project.

7. Project Magnitude Data

Total Project Area: 9.6 acres
 Number of Residential Units: 418
 Unattached 0 Attached 418 Maximum Units per Building 225
 Commercial, Industrial, or Institutional Building Area (total sq. ft. gross floor space): 0

Indicate area of specific uses (in square feet):

Retail/Office	<u>None</u>	Manufacturing	<u>None</u>
Warehouse	<u>None</u>	Other Industrial	<u>None</u>
Light Industrial	<u>None</u>	Institutional	<u>None</u>
Other Commercial	<u>None</u>	Agricultural	<u>None</u>
Building Height	<u>Residential Buildings: 4 stories (75 feet), Parking ramps: 5 levels (60 feet)</u>		
If over 2 stories, compare to heights of nearby buildings	<u>See Table 7.1 below.</u>		

The City’s zoning code limits the maximum height of buildings in proximity to protected residential property (primarily single-family residential). On property located within 300 feet of protected residential property, building height is limited to 40 feet or 3 stories. On property between 300 and 600 feet of protected residential property building height is limited to 80 feet. A portion of the project site is within 300 feet of protected residential property and is therefore limited to 40 feet or 3 stories in height. The project proposer is requesting a deviation from the applicable height limitation through approval under the City’s “planned development” regulations (City Code, Section 19.38.01).

Westwood reviewed the site and nearby developments on July 11, 2007 to obtain data on building heights. The height of the surrounding buildings ranged from 1 to 17 stories. The locations of these buildings are listed in **Table 7.1** and are shown on **Exhibit 7-1**.

**Table 7.1
Nearby Building Heights**

Building ID	Business Name	Height (stories)
1	La Quinta Inn & Suites	17
2	Pacer Center	1
3	Staybridge Suites	6
4	Hilton Garden Inn	5
5	Country Inn & Suites	6
6	Cyrus Rug & Décor	1
7	Southgate (offices)	10
8	Mercedes-Benz/Feldmann Imports	2
9	Bally Total Fitness	2
10	Single Family Residence	1

Building ID	Business Name	Height (stories)
11	Single Family Residence	1
12	Single Family Residence	1
13	Stanley Terrace Apartments	3
14	Stanley Court Apartments	3
15	Lifetime Fitness	2
16	Normandale Lake Estates (apartments)	3

The tallest buildings (ID numbers 1 and 7) are located north and west of the proposed development. Buildings to the south and east range from 1-story residential homes to 3-story apartments. The proposed development will provide a height transition between adjacent land uses.

8. Permits and Approvals Required

List all known local, state, and federal permits, approvals, and financial assistance for the project. Include modifications of any existing permits, governmental review of plans, and all direct and indirect forms of public financial assistance including bond guarantees, Tax Increment Financing, and infrastructure.

All required permits and approvals will be obtained. Any necessary permits or approvals that are not listed in Table 8.1 were unintentionally omitted.

**Table 8.1
Permits and Approvals Required**

Unit of Government	Type of Application	Status
Local		
City of Bloomington	Preliminary Plat Approval	In process
	Final Plat Approval	In process
	PD Overlay District Application	In process
	Rezoning Application	In process
	Preliminary Development Plan Approval	In process
	Final Development Plan Approval	To be applied for
	Comprehensive Guide Plan Change	In process
	Storm Sewer Easement Vacation Request	To be applied for
	Grading Permit	To be applied for
	Building Permit	To be applied for
	Municipal Utilities Connection Permits (water, storm and sanitary)	To be applied for
	Driveway/Approach Permit	To be applied for
	Demolition Permit	To be applied for
	Building Height Waiver	In process
	Work in Public Right-of-Way Permit	To be applied for
Nine Mile Creek Watershed District	Grading and Land Alteration Permit	To be applied for
	Erosion Control Plan Approval	To be applied for
State		
MN Department of Health	Water Main Extension Permit	To be applied for

Unit of Government	Type of Application	Status
	Swimming Pool Plan Review	To be applied for
MN DNR	Water Appropriation Permit	To be applied for (if needed)
MPCA	NPDES/SDS General Permit	To be applied for
	Sanitary Sewer Extension Permit	To be applied for
	Notification of Intent to Perform Demolition	To be applied for
	401 Water Quality Certification or Waiver	To be applied for (if needed)
Metropolitan Council	Sanitary Sewer Connection Permit	To be applied for
	Comprehensive Plan Amendment	To be applied for

9. Land Use

Describe current and recent past land use and development on the site and on adjacent lands. Discuss project compatibility with adjacent and nearby land uses. Indicate whether any potential conflicts involve environmental matters. Identify any potential environmental hazard due to past site uses, such as soil contamination or abandoned storage tanks, or proximity to nearby hazardous liquid or gas pipelines.

Current and Recent Past Land Use

Historic aerial photography from 1937, 1940, 1947, 1953, and 1957 indicate the site and adjacent lands were primarily undeveloped (woods, wetlands, and grasslands) with patches of farm fields. Aerial photography from 1964 shows commercial/industrial development north of I-494, single family residential development to the southeast, multifamily residential development to the southwest, and the 494/100 clover leaf was constructed. The office/warehouse/manufacturing building on the former Seagate property was constructed in 1967. By 1984, the area appears completely developed with the exception of the woodland and wetland immediately east of the project site.

The Bloomington Land Use Guide Plan Map (1/24/2007) shows the project site is guided for “office” land uses (**Exhibit 9-1**). Adjacent lands are guided for low and high density residential, office, and community commercial. If the site were to develop for office uses, the site would be considered generally incompatible with nearby low density residential (Land Use Guide Plan, Section 2.12, Table 2.6, Generalized Land Use Compatibility). The project proposer is requesting a Comprehensive Plan amendment to change the land use category from office to high density residential; a use that is identified in the Land Use Guide Plan as generally compatible with surrounding land uses.

Potential Environmental Hazards

A search on the Minnesota Pollution Control Agency’s Web site (“What’s In My Neighborhood?”) revealed no known or potential sources of soil or groundwater contamination within the project site. The inventory includes properties that have already been investigated, properties currently enrolled in MPCA cleanup programs, and properties that were suspected to be contaminated, but after further investigations were determined to be clean.

ATC Associates, Inc. (ATC) conducted an Environmental Audit on August 27, 2002. ATC made the following observations:

- One non-PCB containing ground-mounted transformer, owned and operated by Xcel Energy, is located adjacent to the north of the building;
- Did not observe that operations at adjoining properties represented an environmental threat to the project site;
- Storage of four 55-gallon drums of water treatment chemicals in the former water treatment room;
- Storage of three 55-gallon drums of boiler water treatment chemicals in the boiler room;
- No visual evidence of soil contamination;
- Suspected presence of asbestos containing materials;

ATC recommended that building materials be sampled as part of an asbestos audit of the facility, and that the 55-gallon drums of water treatment chemicals be removed by a licensed hazardous waste hauler. The owner's contractor will properly dispose of the 55-gallon drums and building materials that are found to contain asbestos in accordance with state and local regulations.

10. Cover Types

Estimate the acreage of the site with each of the following cover types before and after development. If *Before* and *After* totals are not equal, explain why.

Table 10.1 provides information on the estimated acreage of land cover before and after project development. The predominant land cover is buildings and impervious cover, with a small portion of lawn/landscaping.

**Table 10.1
Estimated Before and After Cover Types**

Land Cover	Before (acres)	After (acres)
Wetland	0	0
Grassland / Brushland	0	0
Wooded / Forest	0	0
Buildings and Impervious Cover	7.49	6.57
Lawn / Landscaping	2.08	3.00
Other	0	0
Total	9.57	9.57

11. Fish, Wildlife, and Ecologically Sensitive Resources

- a) **Identify fish and wildlife resources and habitats on or near the site and describe how they would be affected by the project. Describe any measures to be taken to minimize or avoid impacts.**

Much of the landscape on and adjacent to the site is impervious with small patches of lawn/landscaping and minimal tree cover. Wildlife species that have adapted to urban landscapes such as gray squirrels, rabbits, songbirds, and raccoons may frequent the site. The intensity of development on the site and in the area limits the habitat resources available to wildlife.

The wetland and small woodland area on the adjacent property to the east of the project may provide habitat and cover for species commonly found in the upper Midwest such as woodpeckers, robins, chickadees, skunks, turtles, and amphibians. Nearby residential lawns, gardens, and trees provide additional habitat resources for urban wildlife.

About 2.0 acres of landscaping (lawn, shrubs, and trees) will provide additional habitat and cover for species adapted to urban areas. Trees and shrubs will be planted as part of the landscape plan. Species such as oak, maple, ash, linden, spruce, crabapple, witch hazel and shrub roses provide wildlife habitat, cover, and food for wildlife.

- b) **Are any state-listed (endangered, threatened, or special concern) species, rare plant communities or other sensitive ecological resources such as native prairie habitat, colonial waterbird nesting colonies or regionally rare plant communities on or near the site? Yes No If yes, describe the resource and how it would be affected by the project. Indicate if a site survey of the resources has been conducted and describe the results. If the DNR Natural Heritage and Nongame Research program has been contacted give the correspondence reference number: ERDB 20070543. Describe measures to minimize or avoid adverse impacts.**

A request was submitted to the Minnesota Department of Natural Resources (DNR) Natural Heritage and Nongame Research Program in July 2007 to determine if there are federal and state listed plants and animals; native plant communities; wildlife aggregations; geological features; or state rare features that are listed occurring within or near the project site. The database review identified 2 known occurrences of rare species or plant communities within the one (1) mile search area. A Blanding's turtle was observed in 1989 north of the site, across I-494, and the Common Moorhen was observed in 1972 near Lake Girard, which is about 4,600 feet southeast of the project site. The DNR believes that the project will not negatively affect these species based on the nature and location of the project. Results of the database search and comments from the DNR are located in **Appendix B**.

12. Physical Impacts on Water Resources

Will the project involve the physical or hydrologic alteration—dredging, filling, stream diversion, outfall structure, diking, and impoundment—of any surface water such as a lake, pond, wetland, stream or drainage ditch? Yes No If yes, identify the water resource affected and give the DNR Protected Waters Inventory number(s) if the water resources affected are on the PWI. Describe alternatives considered and proposed mitigation measures to minimize impacts.

The project will not involve the physical or hydrologic alteration of surface waters. The nearest wetland is located about 300 feet east of the project site. A DNR Public Waters Wetland (27-8W – Pauly’s Pond) is located approximately 735 feet southwest of the site. The USFWS National Wetlands Inventory shows Pauly’s Pond is classified as a Type 5 wetland (shallow open water). In Type 5 wetlands, water is usually less than 10 feet deep and fringed by a border of emergent vegetation with open water areas consisting of vegetation such as pondweed, water-milfoil, waterweed, and duckweed.

13. Water Use

Will the project involve installation or abandonment of any water wells, connection to or changes in any public water supply or appropriation of any ground or surface water (including dewatering)? Yes No. If yes, as applicable, give location and purpose of any new wells; public supply affected, changes to be made, and water quantities to be used; the source, duration, quantity and purpose of any appropriations; and unique well numbers and DNR appropriation permit numbers, if known. Identify any existing and new wells on the site map. If there are no wells known on the site, explain methodology used to determine.

Existing Wells

The project will not involve the installation or abandonment of water wells. According to the Minnesota Geological Survey’s (MGS) *2006 County Well Index (CWI)*, there are no wells located within the project site.

Connection to a Municipal Water Supply

The project will involve connection to the City of Bloomington municipal water supply system. Bloomington relies on groundwater for most of its municipal water with supplements purchased from the City of Minneapolis. The City of Minneapolis provides up to 30 million gallons per day from its water supply system. Bloomington currently operates 6 municipal wells that have a combined permitted pumping volume of 24,090 million gallons per year. The total reported pumping for these six wells in 2005 was 3515.6 million gallons.

Water use data from 2002-2007 obtained from the DNR, Metropolitan Council, and several municipal water suppliers indicate the average per capita per day residential water use in the metropolitan area is 75 gallons. Project water use is estimated to be 62,700 gallons per day or about 23 million gallons per year. The City water supply system can provide service with no known impacts to the project.

Water service for the northern building will connect to the existing water main loop on the adjacent property to the west. Water service for the southern building will connect to an

existing water stub in 82nd Street. The north and south buildings will likely be connected with a valve, providing a “looped” system for the site through the buildings. Sizing of the water main and hydrant locations will be determined as part of the Final Development Plan for the project.

Dewatering

If construction dewatering and pumping from the proposed development exceeds the 10,000-gallon per day or 1,000,000 gallons per year thresholds, a DNR Water Appropriation Permit will be obtained. If it becomes apparent that construction dewatering will not exceed 50 million gallons in total and duration of one year from the start of pumping, the contractor or project proposer will apply to the DNR Division of Waters for coverage under the amended DNR General Permit 97-0005 for temporary water appropriations. It is not anticipated that construction dewatering or pumping from the proposed development will be extensive or continue long enough to impact domestic or municipal wells.

14. Water-Related Land Use Management District

Does any part of the project involve a shoreland zoning district, a delineated 100-year flood plain, or a state or federally designated wild or scenic river land use district? Yes No **If yes, identify the district and discuss project compatibility with district land use restrictions.**

The City of Bloomington has a Flood Hazard Overlay District and Shore Area Regulations (Zoning Ordinance, Chapter 19). The project site does not include areas within the Flood Hazard Overlay District or a regulated Shore Area. The project site is not within a state or federally designated wild or scenic river land district and is not subject to a comprehensive land use plan of the Project Riverbend or the Mississippi River Headwaters Boards under Minnesota Statutes, chapter 103F.

15. Water Surface Use

Will the project change the number or type of watercraft on any water body?
 Yes No **If yes, indicate the current and projected watercraft usage and discuss any potential overcrowding or conflicts with other uses.**

The project will not change the number or type of watercraft on any water body.

16. Erosion and Sedimentation

Give the acreage to be graded or excavated and the cubic yards of soil to be moved:

Acres: Approximately 9.57 acres of the 9.57-acre site will be graded for redevelopment.

Cubic Yards: On-site grading: 40,000 cubic yards

(Note: the anticipated cubic yards of grading is a preliminary estimate that is subject to change.)

Describe any steep slopes or highly erodible soils and identify them on the site map. Describe any erosion and sedimentation control measures to be used during and after project construction.

Steep Slopes

Two-foot contour mapping indicates that the majority of the surface topography is generally flat with the greatest slopes along the eastern property line. Slopes in this area generally range from 10% to 33%, with an average slope of approximately 2% across the entire site. Elevations range from 844 in the southwest corner of the site to 830 near the southeast corner of the site.

Slopes that are graded during construction will be converted to slopes of 3:1 or flatter, and 3:1 slopes constructed on the site will be stabilized with erosion control blanket where necessary to minimize the potential for erosion. Other erosion control measures are notes below.

Highly Erodible Soils

The Highly Erodible Land List for Hennepin County, Minnesota (NRCS, 2007) indicates that no soils within the project site are classified as being potentially or highly erodible.

Erosion and Sedimentation Control Measures

Because the project will involve disturbance of more than one acre of land, application for coverage under the National Pollutant Discharge Elimination System/State Disposal System (NPDES/SDS) General Permit will be submitted to the MPCA prior to initiating earthwork on the site. This permit is required for the discharge of stormwater during construction activity and requires that Best Management Practices (BMPs) be used to control erosion and that all erosion controls be inspected after each rainfall exceeding 0.5 inches in 24 hours. Erosion control practices that will be implemented on the site include:

1. Silt fence and other erosion control features installed prior to initiation of earthwork and maintained until viable turf or ground cover is established on exposed areas.
2. Periodic street cleaning and installation of a rock construction entrance to reduce tracking of dirt onto public streets.
3. Stabilization of exposed soils, phased with grading, within 7 days for slopes steeper than 3:1, 14 days for slopes less than 3:1 but greater than 10:1, and 21 days for slopes flatter than 10:1.
4. Use of cover crops, native seed mixes, sod, and landscaping to stabilize exposed surface soils after final grading.

Erosion control plans must be reviewed and accepted by the City of Bloomington and the Nine Mile Creek Watershed District prior to project construction. Because the above BMPs will be implemented during and after construction, potential adverse effects from construction-related sediment and erosion on water quality will be minimized.

17. Water Quality: Surface Water Runoff

- a) **Compare the quantity and quality of site runoff before and after the project. Describe permanent controls to manage or treat runoff. Describe any stormwater pollution prevention plans.**

Pre-Development Site Runoff

Surface water runoff from the site currently flows in two different directions. Two existing drainage areas were identified and are shown on **Exhibit 17-1**. Runoff from the majority of the existing site (drainage area EX-1) drains to storm sewer in the north portion of the site, and outlets via 18" diameter pipe to storm sewer in the adjacent lot north of the site. Runoff from drainage area EX-2 drains to existing storm sewer south of the site. Runoff from

drainage areas EX-1 and EX-2 ultimately discharge via 36" diameter pipe to an existing pond east of the site. **Table 17.1** lists the existing drainage areas, along with the existing runoff rates and volumes from a 100-yr storm event.

**Table 17.1
Existing Drainage Areas**

Drainage Area	Acres	Runoff Rate (cfs)	Runoff Volume (ac-ft)
EX-1	8.29	40.90	3.99
EX-2	1.28	9.06	0.53
Total	9.57	49.96	4.52

Post-Development Site Runoff

Stormwater runoff from the proposed site will be collected from the top floor of each parking ramp, the building rooftops, and other impervious areas of the site. Runoff will be directed via proposed storm sewers to two underground stormwater treatment systems to meet water quality requirements prior to discharging into the City storm sewer system.

Based on grading and development, four post-development drainage areas are proposed that are also shown on **Exhibit 17-1**. Drainage area DA-1 drains to the proposed central underground stormwater treatment system. Drainage area DA-2 drains to the southeast underground stormwater treatment system. The central and southeast underground stormwater treatment systems will be designed to provide water quality treatment and rate control prior to discharge. Drainage area DA-3 drains to a proposed storm sewer and outlets to an existing storm sewer on the adjacent property to the north. Rate control and water quality treatment will be provided by a grass swale prior to discharge into the storm sewer. All proposed runoff from the site will be directed to the east, and there will be no increase in runoff to the west. Drainage area DA-4 includes runoff from the proposed Stanley Road extension. **Table 17.2** lists the post-development drainage areas and the 100-yr runoff rates and volumes.

**Table 17.2
Proposed Drainage Areas**

Drainage Area	Acres	Runoff Rate (cfs)	Runoff Volume (ac-ft)
DA-1	5.20	10.07	1.79
DA-2	2.61	11.07	0.95
DA-3	0.65	3.59	0.20
DA-4	1.11	8.70	0.37
Total	9.57	33.43	3.31

The proposed project contains 68% impervious surface, while the existing site is 78% impervious. Because there is a decrease in impervious surface, the proposed runoff volume will be reduced from existing conditions. Based on preliminary calculations summarized in

Tables 17.1 and 17.2, the total peak runoff rate and volume in post-development conditions will be less than existing conditions.

Best Management Practices (BMPs), including grass swales north of the building and two underground stormwater treatment systems located in the central parking area and the southeast pervious area, will be proposed to provide treatment of stormwater runoff while reducing the rate and volume being discharged. In a storm event, stormwater will be treated in the underground stormwater treatment systems and discharged at or below existing peak runoff rates. Pretreatment will be provided by mechanical structures prior to discharge into the underground treatment systems. The proposed systems will be designed to remove 80% of total suspended solids.

The proposed underground stormwater treatment systems will be designed to meet all requirements of the City of Bloomington and the Nine Mile Creek Watershed District. The design of the underground systems and the quality of stormwater discharging from the development will meet the requirements of the MPCA, NURP guidelines, and applicable local regulations for rate control and water quality.

BMPs will be employed during construction to reduce erosion and sediment loading of stormwater runoff. Inspection and maintenance of BMPs during construction will be consistent with NPDES/SDS General Permit requirements and the City of Bloomington Comprehensive Surface Water Management Plan, including but not limited to site inspection bi-weekly and after rainfall events, perimeter sediment control maintenance, and sediment removal.

Regulatory Controls

Although regulatory controls are not intended to substitute for mitigation measures, they do provide a mechanism for ensuring that potential impacts are minimized. Surface water runoff from the project site will be managed in conformance with the City of Bloomington and the Nine Mile Creek Watershed District (NMCWD) rules and regulations.

The City has a Stormwater Management Plan that has requirements for stormwater quantity and water quality. These requirements include:

- Future discharge rates from redevelopment will at a minimum not exceed the existing discharge rates for the critical 1%, 10% and 99% chance storm events.
- Pretreatment of storm water runoff to Nationwide Urban Runoff Program (NURP) standards must be provided prior to discharge.

The NMCWD has a Stormwater Management Plan that contains similar requirements for stormwater quantity, quality and restoration. The requirements of the NMCWD will also be met for this project.

- b) **Identify routes and receiving water bodies for runoff from the site; include major downstream water bodies as well as the immediate receiving waters. Estimate impact runoff on the quality of receiving waters.**

Runoff from the project site discharges east to an existing pond under existing and post-developed conditions. This existing pond discharges to Pauly's Pond, which is southeast of the site. Pauly's Pond discharges via existing storm sewer to Nord Myr Marsh, which drains into Nine Mile Creek, as shown on **Exhibit 17-2**. Nine Mile Creek ultimately discharges to the Minnesota River. The goal of the project is to maintain peak discharge rates at or below the existing condition. It is anticipated that site development will have minimal effects on the quality of receiving waters.

18. Water Quality: Wastewaters

- a) **Describe sources, composition and quantities of all sanitary, municipal and industrial wastewater produced or treated at the site.**

Sources and Composition

Based on the proposed land uses, only normal domestic wastewater production is expected. The types of wastewater produced will be typical of new residential developments. There will be no municipal or industrial wastewater treated at the site.

It has not yet been determined whether the parking ramps will be opened or closed structures. If portions of the ramps are open, they will be connected to the storm sewer system. If portions of the ramps are closed, they will be connected to the sanitary sewer system.

Quantity of Wastewater

The project is expected to generate about 115,354 gallons of wastewater per day based on the methods outlined in the Metropolitan Council's 2007 Service Availability Charge (SAC) Procedure Manual. The method used to estimate wastewater generation is shown in the following table.

Table 18.1
Wastewater Generation

Use	SAC Rate	SAC Units	Gallons/Day
Residential Units	1 SAC per unit	418	114,532
Fitness Center (Exercise/Gym)	1 SAC per 700 square feet	3	822
Total		421	115,354

The Regional Wastewater System Capacity for Growth indicates the Metropolitan Council has committed to serve 4,630 SAC units in Bloomington (based on projected growth 2000-2020).

The City of Bloomington has recently completed a preliminary-level evaluation of the sewer service area (Normandale Lakes Area) in which the project is located. The evaluation appears to indicate that the sanitary sewer along West 82nd Street does not have adequate capacity for this development. In addition, the evaluation identified existing capacity

problems for the 15" diameter MCES interceptor sewer on West 84th Street, near the site. Based on the Comprehensive Plan Use for the site (office), the peak hourly flow for the site is 0.05 MGD for the existing 101,500 square foot office building. With the proposed use for the site (multi-family residential), the peak hourly flow for the site is 0.47 MGD for the proposed 418 apartment units.

A proposed solution to the increase in peak flows and capacity constraints is to construct a new sanitary sewer diversion in the existing Stanley Road alignment south to West 84th Street and reroute the sanitary sewer flows west to the existing Chalet lift station, where it would eventually tie into the MCES interceptor further down the line. This provides a local solution without impacting the existing capacity problems. Timing and commitment to this proposed solution is pending.

Sanitary service to the site will be from a private service extending from the existing public sanitary sewer main along West 82nd Street north to the site.

- b) Describe waste treatment methods or pollution prevention efforts and give estimates of composition after treatment. Identify receiving waters, including major downstream water bodies, and estimate the discharge impact on the quality of receiving waters. If the project involves on-site sewage systems, discuss the suitability of site conditions for such systems.**

The project will not include on-site sewage systems. As described below, wastewaters will be discharged to the City of Bloomington wastewater collection system, and treated at the MCES' Seneca Wastewater Treatment Plant (WWTP) in Eagan prior to discharge to the Minnesota River.

- c) If wastes will be discharged into a publicly owned treatment facility, identify the facility, describe any pretreatment provisions and discuss the facility's ability to handle the volume and composition of wastes, identifying any improvements necessary.**

Wastes will be discharged into the City of Bloomington sanitary sewer system, where it will ultimately discharge to the Seneca WWTP in Eagan, Minnesota. The Seneca WWTP has a design capacity to treat 39 million gallons of wastewater per day, and currently treats approximately 24 million gallons of wastewater per day (Metropolitan Council, 2007). No wastewater facility or treatment capacity issues are anticipated.

- d) If the project requires disposal of liquid animal manure, describe disposal technique and location and discuss capacity to handle the volume and composition of manure. Identify any improvements necessary. Describe any required setbacks for land disposal systems.**

The project will not include facilities that generate liquid animal manure requiring disposal.

19. Geologic Hazards and Soil Conditions

a) Approximate depth (in feet) to groundwater: 20.6 minimum 27.6 average

In a report dated November 2006, American Engineering Testing, Inc. indicated that groundwater elevations within the vicinity of the site range from 809.4 feet to 819.7 feet above sea level based on soil borings completed on the site. Five of the 15 soil borings encountered water. The minimum depth of the soil borings was 17.8 feet and the average depth was 23.7 feet. Two-foot topographic mapping indicates that elevations on the site range from 830 to 844 feet. Depth to groundwater ranges from 10.3 to 34.6 feet based on groundwater elevations and existing topography.

Nearby well records indicate groundwater elevations in the vicinity of the site range from 788 to 800 feet above mean sea level based on static water levels (21 to 37 feet below grade in these areas).

Approximate depth (in feet) to bedrock: 101.5 minimum 125.5 average

The *Hennepin County Geologic Atlas* (Atlas C-4, Plate 4 of 9, Depth to Bedrock, Minnesota Geological Survey, 1989) indicates the approximate depth to bedrock is 101 to 150 feet.

b) Describe any of the following geologic site hazards to ground water and also identify them on the site map: sinkholes, shallow limestone formations or karst conditions. Describe measures to avoid or minimize environmental problems due to any of these hazards.

No known geologic hazards in the form of sinkholes, faults, shallow limestone formations, and karst topography are present on the project site. Measures to avoid or minimize environmental problems due to these hazards are not proposed.

c) Describe the soils on site, giving NRCS (SCS) classifications, if known. Discuss soil granularity and potential for groundwater contamination from wastes or chemicals spread or spilled onto the soils. Discuss any mitigation measures to prevent such contamination.

The digital soil database for Hennepin County (NRCS, 2006) indicates the following soils occur within the project site:

**Table 19.1
Soil Classification**

Map Symbol	Classification	% Slope	Hydric	Acres
L52C	Urban Land Lester complex	2-18	No	1.21
U1A	Urban Land Udorthents, wet substratum, complex	0-2	No	0.21

Map Symbol	Classification	% Slope	Hydric	Acres
U6B	Urban Land Udorthents (cut & fill land), complex	0-6	No	8.15
Total				9.57

The preliminary Geotechnical Evaluation of the site indicates much of the site contains existing fill over natural till. It is recommended that the existing fill be excavated to provide stability for the proposed development. Expected excavation depths range from 2 feet to 21.5 feet. It appears most of the on-site excavated material should be reusable after the wetter soils are scarified and dried to attain compaction. Reuse of zones containing organics and debris should be avoided. As an alternative to soil correction, the use of Geopiers is being considered for structural support.

Potential for Groundwater Contamination

The susceptibility of groundwater to pollution relates to depth to the water table and the approximate time it takes water to infiltrate the land surface and percolate down to the underlying aquifer. The *Hennepin County Geologic Atlas* (Atlas C-4, Plate 7 of 9, Pollution Sensitivity, Minnesota Geological Survey, 1989) indicates that a majority of the project is classified as having medium susceptibility to pollution.

Groundwater Protection and Mitigation Measures

The potential for groundwater contamination is estimated to be moderate based on the permeability of the dominant soils found on the site. Soil boring logs reveal the dominant soil is clayey sand. Other soils encountered included fill consisting mostly of clayey sand and small layers of sandy lean clay, silt with sand, silty sand, and sand with silt. Because development will be typical of residential uses, no unusual wastes or chemicals are anticipated to be spread or spilled onto the soils that would cause significant groundwater contamination.

20. Solid Wastes, Hazardous Wastes, and Storage Tanks

- a) **Describe types, amounts and compositions of solid or hazardous wastes, including solid animal manure, sludge and ash, produced during construction and operation. Identify method and location of disposal. For projects generating municipal solid waste, indicate if there is a source separation plan; describe how the project will be modified for recycling. If hazardous waste is generated, indicate if there is a hazardous waste minimization plan and routine hazardous waste reduction assessments.**

Pre-development Solid Waste

Demolition debris is required to be properly disposed of at a MPCA approved demolition debris landfill. The contractor will dispose of wastes generated at the site in an approved method, and will try to recycle construction wastes that can be recycled. Construction activities for this development will generate waste onsite; however, the amount of waste will be typical of high density residential construction projects.

Post-Development Solid Waste

After construction, solid waste generation will be typical of high density residential facilities. It is not anticipated that the proposed development will generate wastes that would be considered “hazardous”, except limited household hazardous wastes. The majority of the solid waste generated will include paper, organics (food wastes, wood, and rubber products), and inert solids. The remaining wastes will include plastics, metals, and glass. There will be no sludge, ash or animal wastes generated by the project.

Refuse and recycling collection areas will be provided for tenants on each floor of both parking ramps. Dumpsters located inside the ramp will be designed to allow movement to the areas that are accessible to single unit collection vehicles, and will be fully enclosed and attached to the principal structure. The placement, design, and minimum storage area requirements for refuse and recycling collection areas will be in accordance with City Code, Chapter 19, Section 19.51 (Refuse Handling and Storage Facilities).

Amount and Composition of Solid Waste

The Minnesota Office of Environmental Assistance (MOEA) reported an estimate of residential solid waste generation of 0.33 tons per person per year in 1998 for the Twin Cities Metropolitan Area.

Table 20.1 shows the anticipated waste generation associated with the proposed project. The residential solid waste generation rates used in the table are based on the estimate that the average unit contains two persons for a worst-case scenario. The household occupant number is then multiplied by 0.33 tons per person per year, based on the MOEA figure for the Twin Cities. Assuming each unit contains up to two persons, the anticipated solid waste generation will be about 276 tons per year.

Table 20.1
Estimated Municipal Solid Waste Generation (MSW)

Use	Number of Units	Occupant Multiplier	Total Residential Occupants	Total Yearly Residential MSW Generation (tons)
Residential	418	2.0	836 X 0.33	275.90
Total Yearly MSW Generation				275.9 Tons

Garbage is contracted individually with waste haulers for solid waste collection and recycling services. The City of Bloomington encourages residential users to “reduce, reuse, and recycle” solid wastes. Participation in the recycling program by future residents is expected to reduce costs for solid waste trucking and disposal since haulers offer volume-based fees.

According to DES statistics for 2003, approximately 123,000 tons of residential solid waste was recycled in the Hennepin County. Thus, approximately 8 percent of household waste was recycled in 2003. Using these numbers, it is anticipated that future residents will recycle approximately 22 tons of household waste each year.

- b) Identify any toxic or hazardous materials to be used or present at the site and identify measures to be used to prevent them from contaminating groundwater. If the use of toxic or hazardous materials will lead to a regulated waste, discharge or emission, discuss any alternatives considered to minimize or eliminate the waste, discharge or emission.**

Typical construction and residential hazardous wastes are anticipated. Toxic or hazardous material such as fuel for construction equipment and material used in construction of buildings (paint, adhesives, stains, acids, bases, herbicides, and pesticides) will likely be used during site preparation and building construction. Builders and contractors are responsible for proper management and disposal of any waste generated during construction.

As mentioned in Item 9, an Environmental Audit was conducted on August 27, 2002. The Audit revealed the presence of seven 55-gallon drums containing water treatment chemicals. The owner’s contractor will properly dispose of the drums in accordance with state and local regulations thereby reducing the potential to contaminate the groundwater.

A person who generates hazardous waste, as defined by Hennepin County, must obtain a site specific Hazardous Waste Identification number prior to the transportation, treatment, storage or disposal of any hazardous waste.

- c) Indicate the number, location, size and use of any above or below ground tanks to store petroleum products or other materials, except water. Describe any emergency response containment plans.**

The owner’s contractor will properly dispose of the seven 55-gallon drums in accordance with state and local regulations during the construction process.

21. Traffic

<i>Parking spaces added:</i>	<u>745</u>
<i>Existing spaces (if project involves expansion):</i>	<u>N/A</u>
<i>Estimated total average daily traffic generated:</i>	<u>2,810</u>
<i>Estimated maximum peak hour traffic (if known) and time of occurrence:</i>	<u>259 (PM Peak Hour, approximately 4:30 to 5:30 PM)</u>

Provide an estimate of the impact on traffic congestion on affected roads and describe any traffic improvements necessary. If the project is within the Twin Cities metropolitan area, discuss its impact on the regional transportation system.

Refer to **Appendix C** for the Traffic Analysis for the proposed project.

22. Vehicle-Related Air Emissions

Estimate the effect of the project's traffic generation on air quality, including carbon monoxide levels. Discuss the effect of traffic improvements or other mitigation measures on air quality impacts. Note: If the project involves 500 or more parking spaces, consult EAW Guidelines about whether a detailed air quality analysis is needed.

The increased traffic will generate a corresponding increase in carbon monoxide levels and other vehicle-related air emissions. Baseline air quality monitoring or predictive air quality modeling has not been scheduled at this time because the nearby intersection of Stanley Road and West 84th is projected to have Level of Service (LOS) B or better operations in the A.M. and P.M. peak hours in all traffic analysis scenarios, and site traffic will be able to effectively access West 82nd Street, which has Level of Service C or better operations in the A.M. and P.M. peak hours (see Appendix C). The key intersection of Normandale Boulevard and 84th Street will operate at a LOS of E. The traffic generated from this project will be approximately 2% of the projected P.M. traffic volumes at this intersection. Because the project will not cause a significant increase in traffic volumes at this intersection, there will be no significant decrease in air quality as a result of this project.

23. Stationary Source Air Emissions

Describe the type, sources, quantities and compositions of any emissions from stationary sources of air emissions such as boilers, exhaust stacks or fugitive dust sources. Include any hazardous air pollutants (consult EAW Guidelines for a listing) and any greenhouse gases (such as carbon dioxide, methane, nitrous oxide) and ozone-depleting chemicals (chloro-fluorocarbons, hydrofluorocarbons, perfluorocarbons or sulfur hexafluoride). Also describe any proposed pollution prevention techniques and proposed air pollution control devices. Describe the impacts on air quality.

No stationary source air emissions are anticipated as a result of this project because development of heavy industrial facilities is not proposed on this site. The heating and cooling in the buildings will not require exhaust stacks.

The EQB defines fugitive dust as “particulate matter uncontaminated with industrial emissions that becomes airborne due either to the force of wind or man’s activity”; such dust is generated by traffic on unpaved roads or parking areas, or dust from storage piles. Roads and parking areas associated with the project will be paved and storage piles created during the construction phase will be temporary.

24. Odors, Noise, and Dust

Will the project generate odors, noise or dust during construction or during operation?
 Yes No **If yes, describe sources, characteristics, duration, quantities or intensity and any proposed measures to mitigate adverse impacts. Also identify locations of nearby sensitive receptors and estimate impacts on them. Discuss potential impacts on human health or quality of life. (Note: fugitive dust generated by operations may be discussed at item 23 instead of here.)**

Project development will not generate odors, noise or dust in excess of levels emitted during construction of typical residential apartment developments in urban settings. Any odors, noise, or dust produced during construction will meet the requirements of the MPCA and applicable local regulations.

Odors

The project will not generate significant odors during construction or operation. The emission of odor by any use shall be in compliance with applicable county or municipal regulations.

Noise

It is anticipated that noise levels will increase locally during project construction. The noise levels on and adjacent to the site will vary considerably depending on the pieces of equipment being operated simultaneously, the percent of time in operation, and the distance from the equipment to the receptors. It is anticipated that most construction activities will be confined to the hours between 7:00 am and 7:00 pm on weekdays. A number of machines could potentially be operating simultaneously. The City noise ordinance limits the use of power equipment to the hours between 7:00 am and 10:00 pm on weekdays and 9:00 am and 9:00 pm on Saturdays. No construction activity is allowed on Sundays, except to the extent it does not exceed noise limits outlined in the ordinance. Construction of the project will be in accordance with the City noise ordinance, which will minimize potential impacts to nearby sensitive noise receptors (residential houses and hotels).

Dust

The construction process is expected to generate some dust. It is not anticipated that construction dust will be generated in objectionable quantities. Consideration will be given to suppression of airborne dust by application of water if significant dust generation occurs during site grading.

25. Nearby Resources

Are any of the following resources on or in proximity to the site?
If yes, describe the resource and identify any project-related impacts on the resource.
Describe any measures to minimize or avoid adverse impacts.

Archaeological, historical or architectural resources? Yes No

Westwood Professional Services, Inc. requested a cultural resources database search from the State Historic Preservation Office (SHPO). The SHPO searched the Minnesota Archaeological Inventory and Historic Structures Inventory databases for previously known archaeological sites

and historic architectural properties. No archaeological sites or historic structures were identified within the project site (**Appendix D**).

Prime or unique farmlands or land within an agricultural preserve? Yes No

There are no prime or unique farmlands or lands within an agricultural preserve associated with the project site.

Designated parks, recreation areas or trails? Yes No

There are currently no designated parks, recreation areas, or trails within the project site.

Scenic views and vistas? Yes No

There are no scenic views or vista within or from the project site.

Other unique resources? Yes No

26. Visual Impacts

Will the project create adverse visual impacts during construction or operation? Such as glare from intense lights, lights visible in wilderness areas and large visible plumes from cooling towers or exhaust stacks? Yes No. If yes, explain.

Required lighting is not anticipated to create adverse visual impact. Lights from the development, especially parking lot lights will be visible during the evening and early morning hours. In general, the lighting associated with the project will not be dissimilar from the lights associated with the existing surrounding commercial tenants. Lighting will meet the requirements of the City of Bloomington Zoning Ordinance. A shadow study was completed for the site using the longest day of the year (June 22) at 7am, 12pm and 7pm. Maps showing the results of the shadow study are located in **Appendix E**.

27. Compatibility with Plans and Land Use Regulations

Is the project subject to an adopted local comprehensive plan, land use plan or regulation, or other applicable land use, water, or resource management plan of a local, regional, state or federal agency? Yes No. If yes, describe the plan, discuss its compatibility with the project and explain how any conflicts will be resolved. If no, explain.

Land Use Guide Plan

The project is guided by the Land Use Guide Plan that was adopted by the City of Bloomington City council on April 6, 2001. The current Land Use Guide Plan map designates the project site for Office land use. The project proposer has requested a comprehensive plan amendment to High-Density Residential land use designation.

Zoning

The City of Bloomington's Zoning Map (February 9, 2007) shows the project site is zoned for CS-0.5 Commercial Service. The project proposer has requested a rezone to RM-50 Multiple Family with Planned Development (PD) Overlay. The PD Overlay allows for flexibility within

the City Code provisions. No variances have been requested, but there may be requests for waivers for front and side-yard building setbacks, building height, structure coverage, required parking, minimum unit square footage, retaining wall/fence setbacks and storage area provided for tenants.

The rezoned Site will allow the project proposer to redevelop an underutilized property that provides a buffer between surrounding residential areas and commercial corridors. The development provides lifecycle housing options for young and old alike as well as higher residential density within walking distance of transit, office employment and retail.

The proposed development satisfies the purpose and goals of the City's high-density designations. The High Density Residential Comprehensive Plan designation allows residential development greater than 10 dwelling units per acre and typically includes multiple story apartments and condominiums. The RM-50 Multiple-Family Residential Zoning District is designed to provide for a mix of uses appropriate to the high-density, multiple family residential development near collector and arterial streets. Multiple family dwellings are a permitted use. The project site borders Stanley Road, which is a collector street, and is near American Boulevard, an arterial street. With employment opportunities along Interstate 494 and Normandale Road, along with access to transit, the project site is a key redevelopment area for high-density residential.

28. Impact on Infrastructure and Public Services

Will new or expanded utilities, roads, other infrastructure or public services be required to serve the project? Yes No. If yes, describe the new or additional infrastructure or services needed. (Note: any infrastructure that is a connected action with respect to the project must be assessed in the EAW; see EAW Guidelines for details.)

Public and private infrastructure improvements will need to be extended and constructed in association with this redevelopment. The extension of Stanley Road to the north along the east side of the project is shown in the Comprehensive Plan but is not currently in the City's Capital Improvement Plan. The necessary right-of-way to construct the Stanley Road extension will be dedicated as part of this project. Storm sewer, sanitary sewer, and water is available to the project site. Private storm sewer, sanitary sewer, water, electric and telephone lines will be improved on the project site. A summary is contained in Table 28.1 below.

**Table 28.1
Infrastructure Required**

Infrastructure	Proposed Infrastructure Improvements
Water	Extend service to site.
Sanitary Sewer	Sewer diversion to Chalet lift station.
Storm Sewer	Extend service to site.
Roadways	Stanley Road extension would provide road frontage for the project.
Small Utilities	Connection to electric and telephone lines.

29. Cumulative Impacts

Minnesota Rule part 4410.1700, subpart 7, item B requires that the RGU consider the “cumulative potential effects of related or anticipated future projects” when determining the need for an environmental impact statement. Identify any past, present or reasonably foreseeable future project that may interact with the project described in this EAW in such a way as to cause cumulative impacts. Describe the nature of the cumulative impacts and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to cumulative impacts (or discuss each cumulative impact under the appropriate item(s) elsewhere on this form).

Much of the land surrounding the project is fully developed. The Metropolitan Council’s 2020 Planned Regional Use map of the area shows that development will be similar to what currently exists. Infill development and redevelopment activities are expected to occur over time, potentially changing the land use (e.g. industrial to residential). Environmental and/or planning studies are in process or have been completed for many of these developments. Although the developments are unrelated and do not interact directly with the proposed project, the cumulative impacts of future developments will likely result in changes to infrastructure such as increased/decreased water demand, sanitary sewer capacity, traffic, and impacts to natural resources.

The Draft Gateway Study Area Alternative Urban Areawide Review (July 3, 2007) in Edina identifies sanitary sewer capacity issues downstream of the project area. A local solution is being proposed to relieve future capacity issues caused by the increase sanitary sewer volumes created from the proposed project. A proposed solution is to divert sanitary sewer flows west to the Chalet lift station to avoid further impact to the MCES interceptor along 84th Street.

The City of Bloomington has planned for future growth and development as part of its comprehensive planning process. This effort will ensure that the cumulative impacts of future growth and development to the environment and to the City’s service capacity are anticipated and mitigated.

Mitigation of potential cumulative impacts from the proposed project will include pre-treating stormwater, providing adequate municipal facilities such as potable water and wastewater treatment; implementing BMPs; and addressing future traffic issues. These provisions will help minimize potential cumulative effects of past developments and future developments within the region.

30. Other Potential Environmental Impacts

If the project may cause any adverse environmental impacts not addressed by items 1 to 28, identify and discuss them here, along with any proposed mitigation.

No other adverse environmental impacts are anticipated as a result of this project.

31. Summary of Issues

Do not complete this section if the EAW is being done for EIS scoping; instead, address relevant issues in the draft Scoping Decision document, which must accompany the EAW. List any impacts and issues identified above that may require further investigation before the project begins. Discuss any alternatives or mitigative measures that have been or may be considered for these impacts and issues, including those that have been or may be ordered as permit conditions.

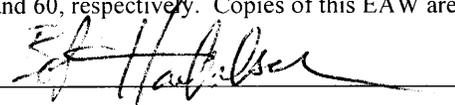
Sanitary sewer main capacity is an issue that may require further investigation before the project begins. The proposed permanent diversion to the Chalet lift station discussed in Item 18 can provide a solution to this issue.

RGU CERTIFICATION

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

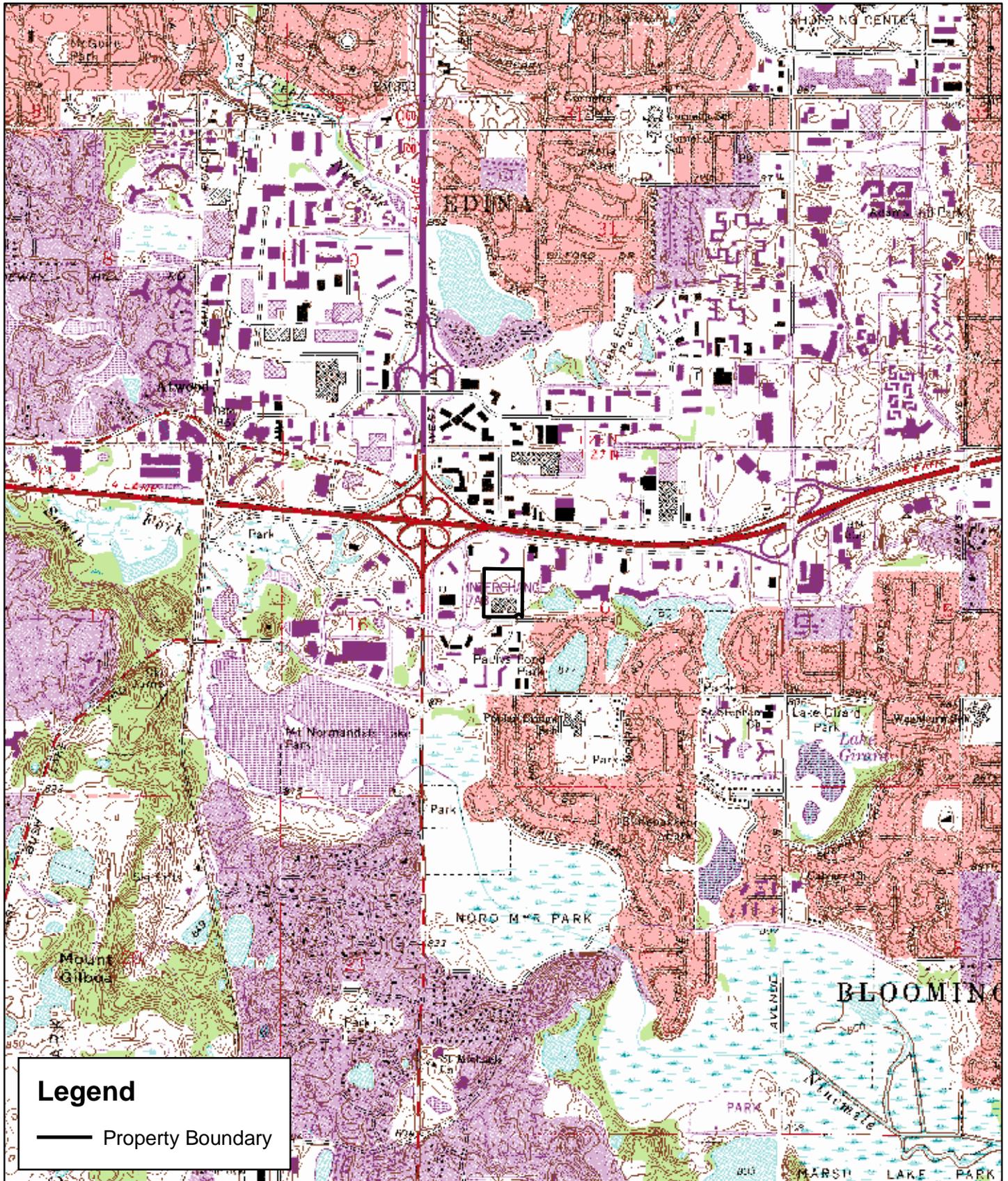
I hereby certify that:

The information contained in this document is accurate and complete to the best of my knowledge. The EAW describes the complete project; 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 EAW are being sent to the entire EQB distribution list.

Signature  Date 9-11-07

Title: Robert Hawbaker, Planning Manager

The **Environmental Assessment Worksheet** was prepared by the staff of the Environmental Quality Board at Minnesota Planning. For additional information, worksheets or for *EAW Guidelines*, contact: Environmental Quality Board, 658 Cedar Street, St. Paul, MN 55155, (651) 296-8253, or www.mnplan.state.mn.us.



Data Source(s): USGS DRG (Quads 3632 and 3732 rev. 1993).

Legend

— Property Boundary

5100 West 82nd Street

Bloomington, Minnesota

General Site Location

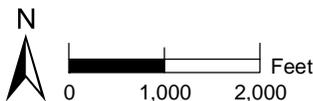
EXHIBIT 5-1

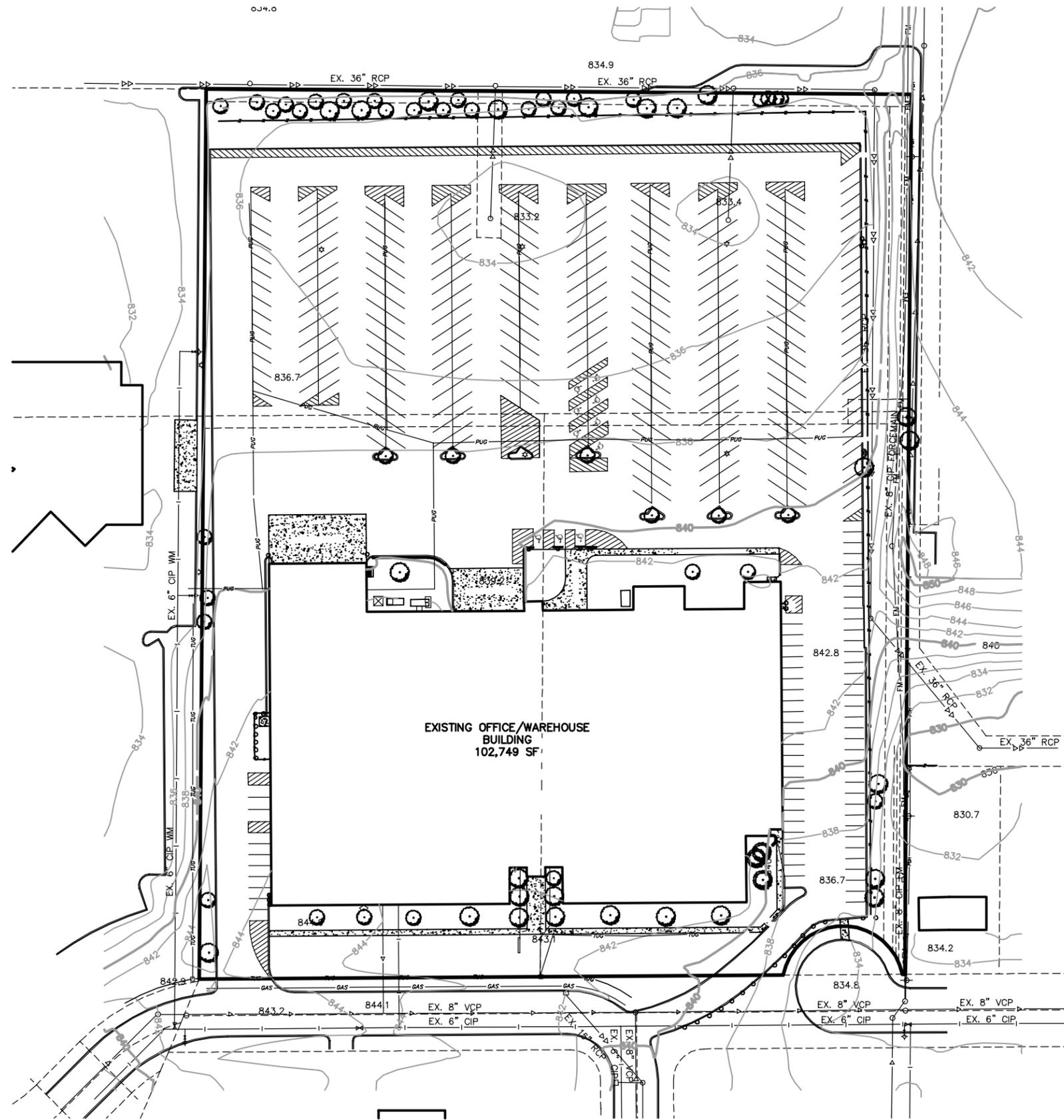


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LEGEND

	BUSH/SHRUB		STREET LIGHT		CONCRETE SURFACE		GAS METER
	CONIFEROUS TREE		GUY WIRE		GRAVEL SURFACE		GAS LINE
	DECIDUOUS TREE		POWER POLE		STORM MANHOLE		POWER OVERHEAD
	WETLAND		ELECTRIC BOX		TELEPHONE MANHOLE		POWER UNDERGROUND
	STEEL/WOOD POST		ELECTRIC METER		TELEPHONE BOX		SANITARY SEWER
	SIGN-TRAFFIC/OTHER		ELECTRIC MANHOLE		TRAFFIC CONTROL BOX		STORM SEWER
	SIGN-TRAFFIC/OTHER		ELECTRIC TOWER		HAND HOLE		TELEPHONE OVERHEAD
	MAIL BOX		SANITARY MANHOLE		TRAFFIC LIGHT		WATER MANHOLE
	HANDICAPPED STALL		SEWER CLEANOUT		GATE VALVE		WELL
	PERC TEST		BEEHIVE CATCH BASIN		HYDRANT		CABLE TV
	MONITORING WELL		CATCH BASIN		WATER METER		SOIL BORING
	CABLE TV BOX		FLARED END SECTION		CURB STOP BOX		FENCE LINE
	CURB & GUTTER		BITUMINOUS SURFACE		WATERMAIN		TELEPHONE UNDERGROUND
					FORCEMAIN		DECIDUOUS TREE LINE

NOTE

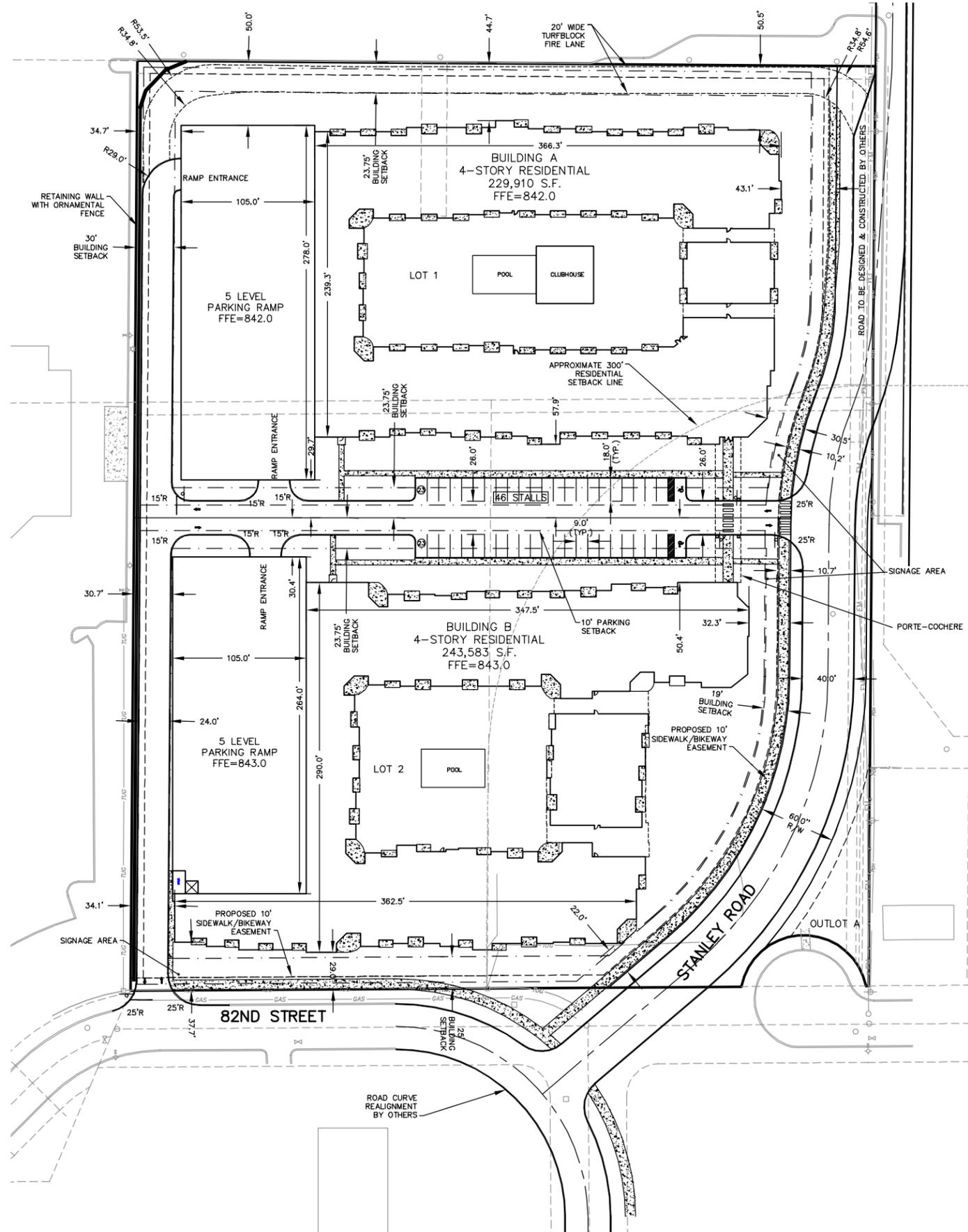
INFORMATION ON THIS PLAN IS BASED ON A BOUNDARY SURVEY PREPARED BY RLK DATED 11/10/06. TOPOGRAPHIC INFORMATION IS FROM CITY GIS DATA.



NOT FOR CONSTRUCTION

5100 West 82nd Street
 Bloomington, Minnesota

Date: 07/05/07 Sheet: 1 OF 1



General Site Notes

- BACKGROUND INFORMATION FOR THIS PROJECT PROVIDED BY RLK PLAN DATED 11/10/06.
- LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES ARE FOUND, THE ENGINEER SHOULD BE NOTIFIED IMMEDIATELY.
- REFER TO BOUNDARY SURVEY FOR LOT BEARINGS, DIMENSIONS AND AREAS.
- ALL DIMENSIONS ARE TO FACE OF CURB OR EXTERIOR FACE OF BUILDING UNLESS OTHERWISE NOTED.
- REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND LOCATIONS OF EXITS.
- ALL CURB RADII ARE SHALL BE 5.0 FEET (TO FACE OF CURB) UNLESS OTHERWISE NOTED.
- ALL CURB AND GUTTER SHALL BE B612 UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGGERS AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE CITY AND ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
- BITUMINOUS PAVEMENT AND CONCRETE SECTIONS TO BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
- CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION AND TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES.

Development Notes

EXISTING ZONING: CS-0.5
 PROPOSED ZONING: RM-50 PLANNED DEVELOPMENT (PD) OVERLAY

PROPOSED BUILDING SETBACK REQUIREMENTS:
 STANLEY ROAD = 19 FT (REDUCED FROM 60 FT PER ZONING)
 WEST 82ND STREET = 25 FT (REDUCED FROM 40 FT PER ZONING)
 SIDE = 23.75 FT (BASED ON 75' BUILDING HEIGHT)
 REAR YARD = 30 FT

PARKING SETBACK REQUIREMENTS:
 RIGHT-OF-WAY = 20 FT
 INTERIOR PROPERTY LINES = 10 FT

SITE AREA:
 TOTAL SITE AREA = 416,985 SF = 9.57 AC
 LOT 1 = 192,784 SF = 4.43 AC
 LOT 2 = 179,759 SF = 4.13 AC
 OUTLOT A = 6,361 SF = 0.15 AC
 PROPOSED ROW = 38,081 SF = 0.87 AC

BUILDING AREAS:
 NORTH BUILDING = 58,142 SF SITE COVERAGE
 NORTH BUILDING = 229,910 SF TOTAL (4 STORIES)
 NORTH RAMP = 29,190 SF SITE COVERAGE
 SOUTH BUILDING = 61,938 SF SITE COVERAGE
 SOUTH BUILDING = 243,583 SF TOTAL (4 STORIES)
 SOUTH RAMP = 27,720 SF SITE COVERAGE
 CLUB HOUSE = 2,025 SF
 STRUCTURE SITE COVERAGE = 48% (BASED ON DEVELOPMENT AREA)
 FLOOR AREA RATIO = 1.27 (BASED ON DEVELOPMENT AREA)

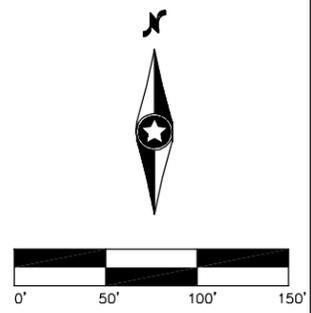
DWELLING UNITS:
 TOTAL NUMBER OF DWELLING UNITS = 418 UNITS
 DWELLING UNIT DENSITY = 48.8 (BASED ON DEVELOPMENT AREA)

SITE COVERAGE FOR DEVELOPMENT
 EXISTING IMPERVIOUS SURFACE = 81%
 PROPOSED IMPERVIOUS SURFACE = 68%
 PROPOSED OPEN SPACE = 119,290 SF = 32%

PARKING SUMMARY:
 REQUIREMENTS PER CITY CODE: 1.8 STALLS PER ONE BEDROOM UNIT
 2.2 STALLS PER TWO BEDROOM UNIT
 TOTAL NUMBER OF UNITS = 418 UNITS (278 ONE BEDROOM, 140 TWO BEDROOM)
 PARKING REQUIRED = 808 STALLS
 PARKING PROVIDED:
 NORTH RAMP = 360 (INCL 8 HC)
 SOUTH RAMP = 339 (INCL 8 HC)
 SURFACE PARKING = 46 (INCL 2 HC)
 TOTAL PARKING PROVIDED = 745 (INCL 20 HC)

Site Legend

- (68) INDICATES NUMBER OF PARKING STALLS
 PAINT STRIPING SHALL CONFORM TO MNDOT STANDARDS
- CONCRETE



NOT FOR CONSTRUCTION

**5100 West
 82nd Street**
 Bloomington, Minnesota

Date: 07/05/07 Sheet: 3 OF 7



Legend

- Project Site
- 1 Building ID

Data Source(s): Aerials Express (2006), Westwood (2007).

5100 West 82nd Street

Bloomington, Minnesota

Nearby Building Heights

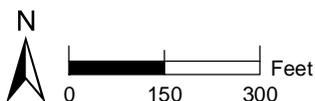
EXHIBIT 7-1

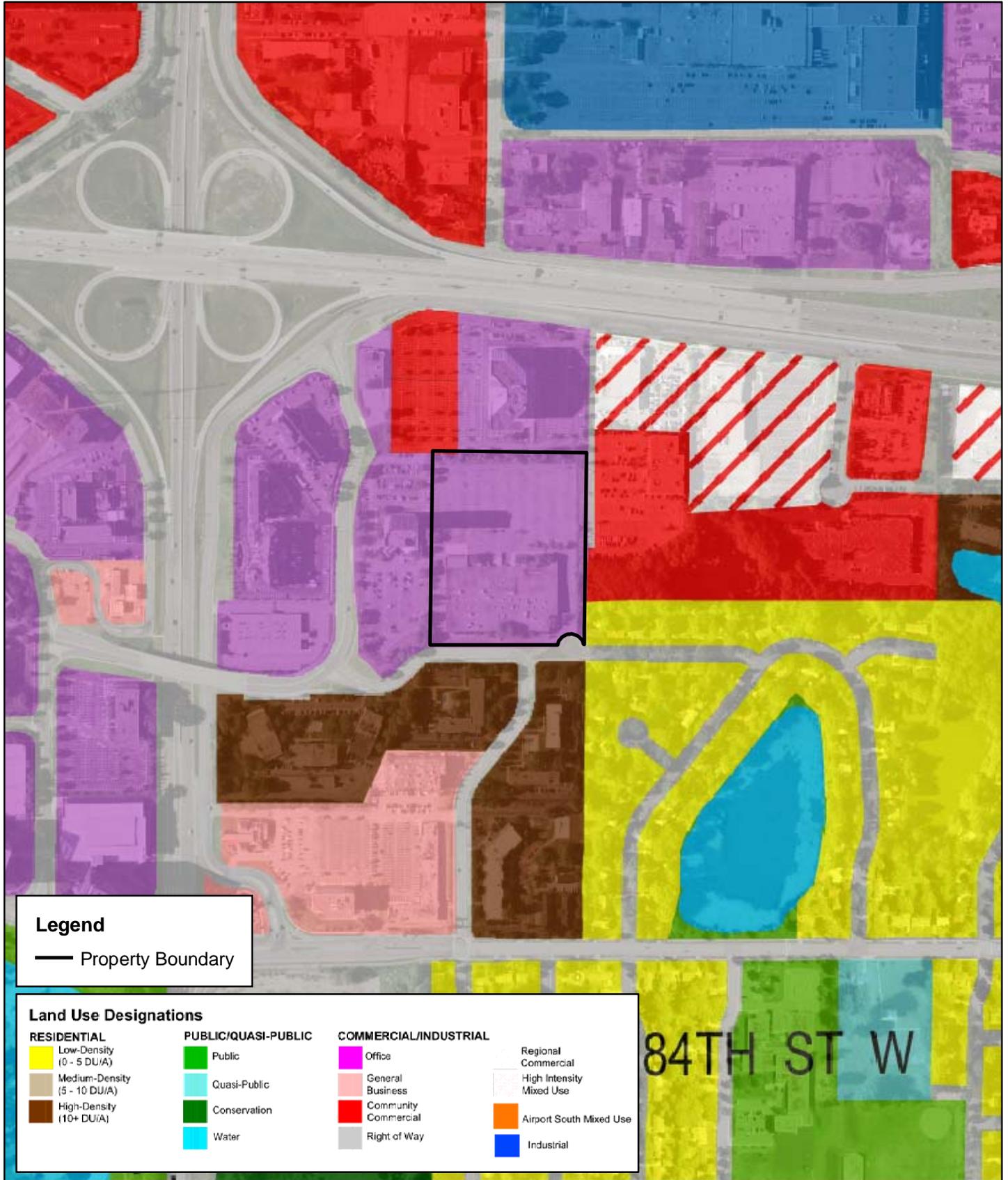


Westwood Professional Services, Inc.
 7699 Anagram Drive
 Eden Prairie, MN 55344

PHONE 952-937-5150
 FAX 952-937-5822
 TOLL FREE 1-888-937-5150

www.westwoodps.com





Legend

— Property Boundary

Land Use Designations

RESIDENTIAL	PUBLIC/QUASI-PUBLIC	COMMERCIAL/INDUSTRIAL	
Low-Density (0 - 5 DU/A)	Public	Office	Regional Commercial
Medium-Density (5 - 10 DU/A)	Quasi-Public	General Business	High Intensity Mixed Use
High-Density (10+ DU/A)	Conservation	Community Commercial	Airport South Mixed Use
	Water	Right of Way	Industrial

Data Source(s): Aerials Express (2006), City of Bloomington Land Use Guide Map (1/24/2007).

5100 West 82nd Street

Bloomington, Minnesota

Land Use Guide Plan

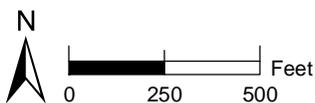
EXHIBIT 9-1

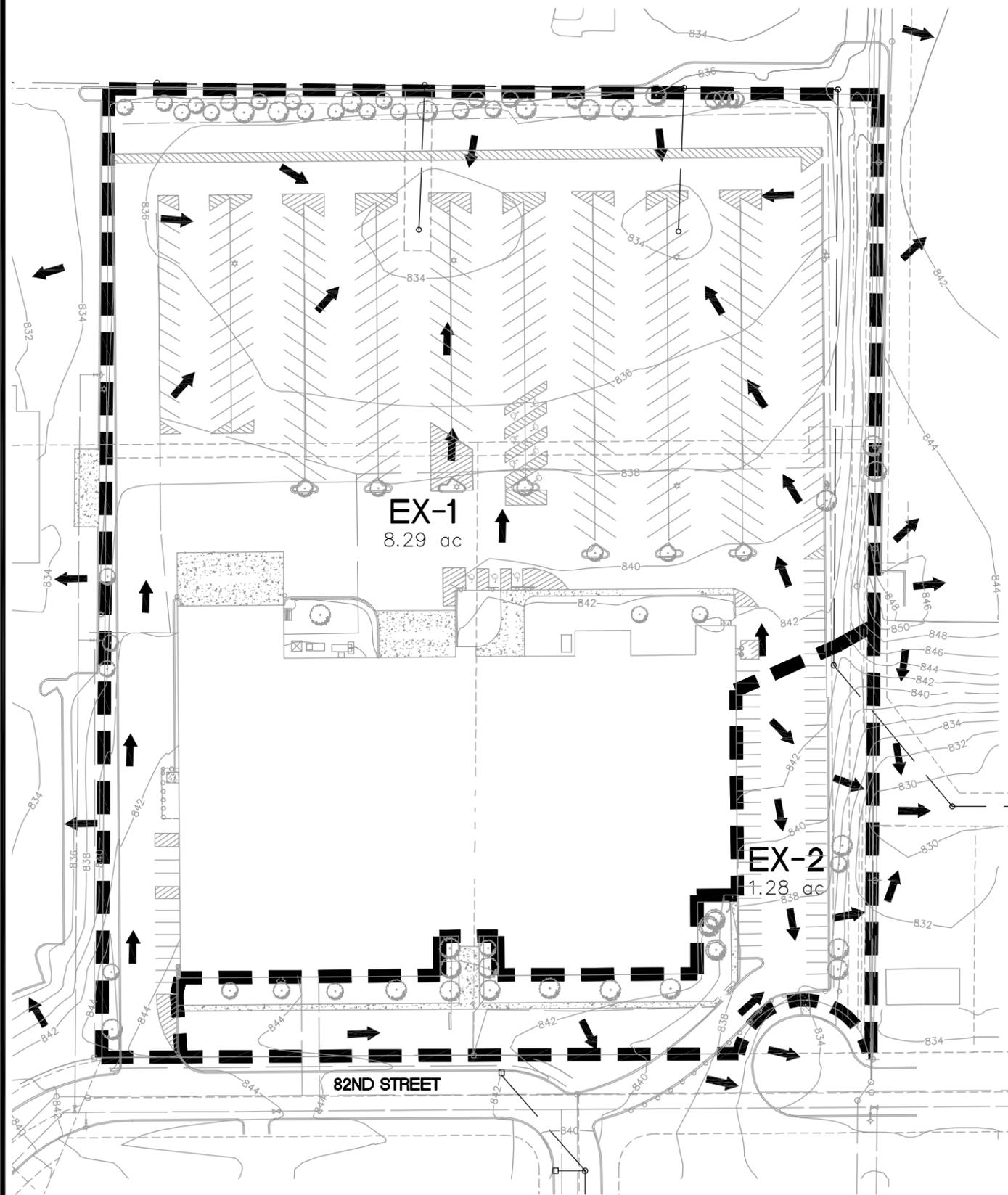


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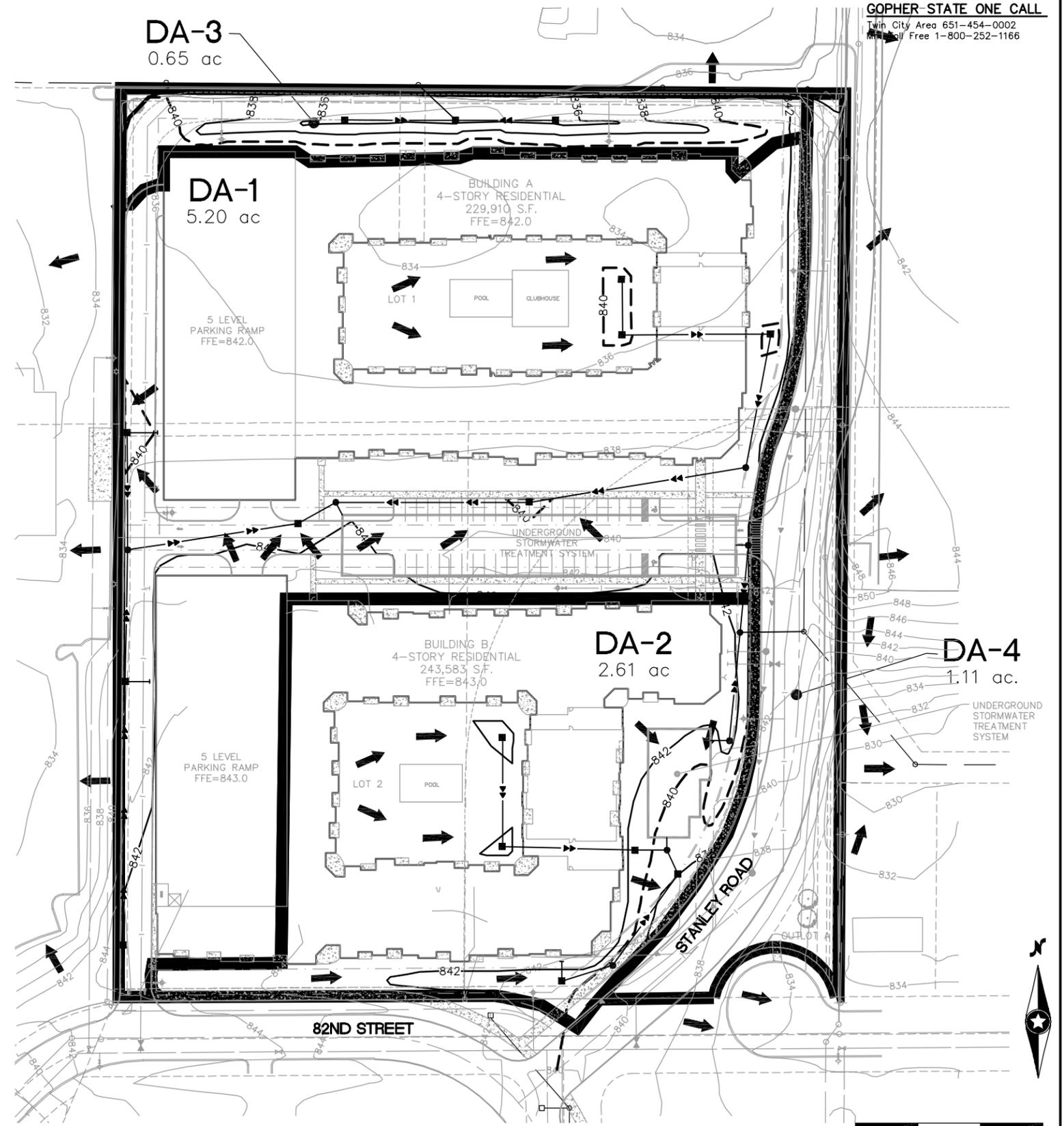
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TOLL FREE 1-888-937-5150

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Existing Drainage Area Map



Proposed Drainage Area Map



20061224EXH03.dwg

Date: 07/05/07 Sheet: 1 OF 1



I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly licensed PROFESSIONAL ENGINEER under the laws of the State of Minnesota.

Type name here
Date: _____ License No. _____

Revisions:

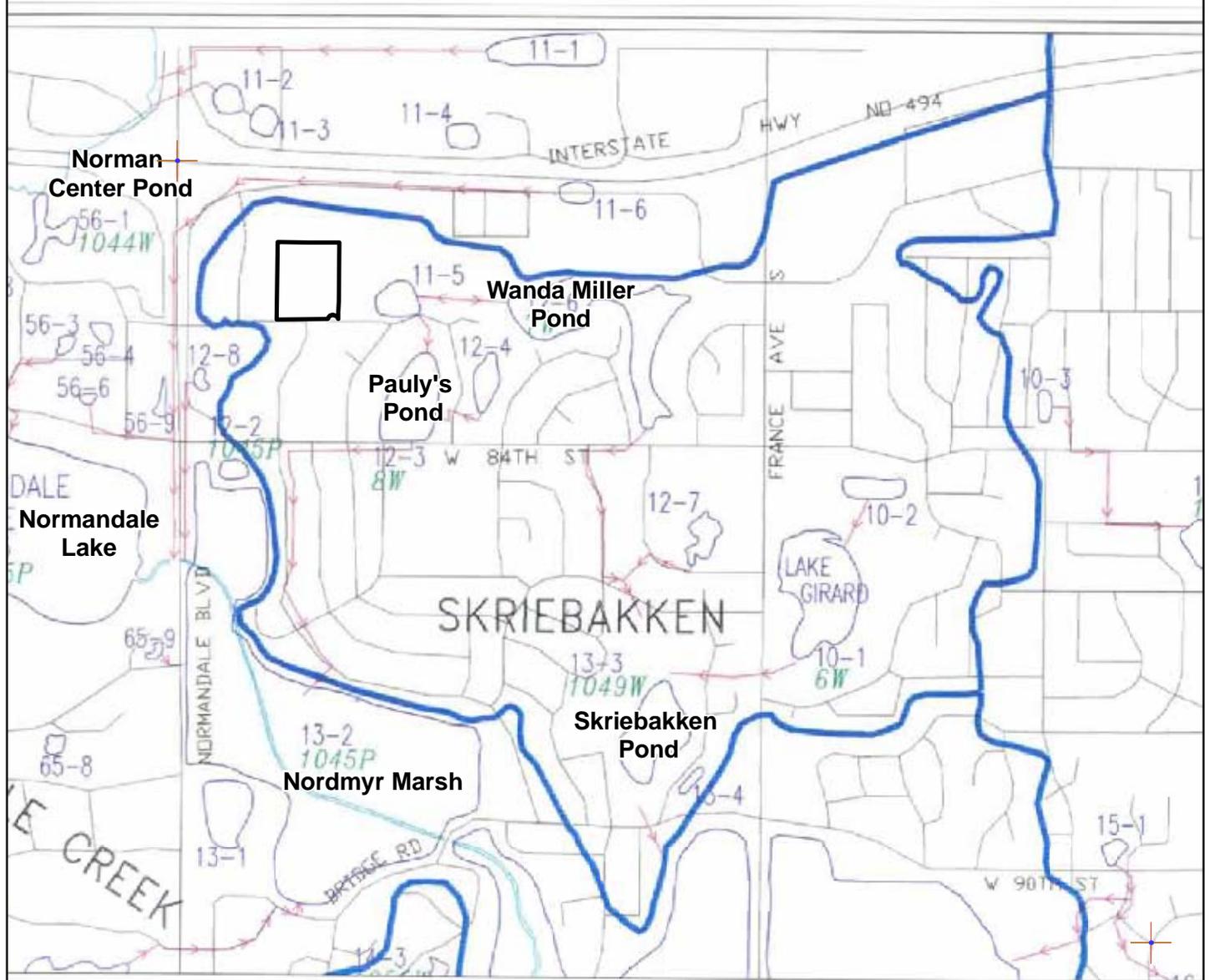
Designer: _____
Checker: _____
Drawer: _____
Record Drawing by/date: _____

Prepared for:

The Richdale Group
10040 Regency Circle, Suite 200
Omaha, NE 68114

**5100 West
82nd Street**
Bloomington, Minnesota

**Existing & Proposed
Drainage Area Maps
Exhibit 17-1**



Legend

— Property Boundary

Data Source(s): City of Bloomington Drainage Area: Skriebakken Map 3.24.

5100 West 82nd Street

Bloomington, Minnesota

Routes and Receiving Water Bodies for Runoff from the Site

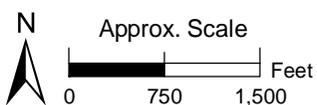
EXHIBIT 17-2



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Map Document: (P:\2006\1224\gis\20061224dat1A_ex17.2.mxd) 8/13/2007 -- 1:25:15 PM



Minnesota Department of Natural Resources

Natural Heritage and Nongame Research Program, Box 25

500 Lafayette Road

St. Paul, Minnesota 55155-4025

Phone: (651) 259-5109 Fax: (651) 296-1811 E-mail: lisa.joyal@dnr.state.mn.us

August 7, 2007

Ms. Shannon Hansen
Westwood Professional Services, Inc.
7699 Anagram Drive
Eden Prairie, MN 55344

Re: Request for Natural Heritage information for vicinity of proposed Edina 5100 West 82nd Street Residential Development, T27N R24W Section 6, Hennepin County
NHNRP Contact #: ERDB 20080085

Dear Ms. Hansen,

The Minnesota Natural Heritage database has been reviewed to determine if any rare plant or animal species or other significant natural features are known to occur within an approximate one-mile radius of the area indicated on the map enclosed with your information request. Based on this review, there are 2 known occurrences of rare species or native plant communities in the area searched (for details, please see the enclosed database printouts and the explanation of selected fields). However, based on the nature and location of the proposed project, I do not believe the project will negatively affect any known occurrences of rare features.

The Natural Heritage database is maintained by the Natural Heritage and Nongame Research Program, a unit within the Division of Ecological Resources, Department of Natural Resources. It is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. Its purpose is to foster better understanding and protection of these features.

Because our information is not based on a comprehensive inventory, there may be rare or otherwise significant natural features in the state that are not represented in the database. A county-by-county survey of rare natural features is now underway, and has been completed for Hennepin County. Our information about native plant communities is, therefore, quite thorough for that county. However, because survey work for rare plants and animals is less exhaustive, and because there has not been an on-site survey of all areas of the county, ecologically significant features for which we have no records may exist on the project area.

The enclosed results of the database search are provided in two formats: short record report and long record report. To control the release of locational information, which might result in the damage or destruction of a rare element, both printout formats are copyrighted.

The short record report provides rare feature locations only to the nearest section, and may be reprinted, unaltered, in an Environmental Assessment Worksheet, municipal natural resource plan, or report compiled by your company for the project listed above. If you wish to reproduce the short record report for any other purpose, please contact me to request written permission. **The long record report includes more detailed locational information, and is for your personal use only. If you wish to reprint the long record report for any purpose, please contact me to request written permission.**

Please be aware that review by the Natural Heritage and Nongame Research Program focuses only on *rare natural features*. It does not constitute review or approval by the Department of Natural Resources as a whole. If you require further information on the environmental review process for other natural resource-related issues, you may contact your Regional Environmental Assessment Ecologist, Wayne Barstad, at (651) 772-7940.

An invoice in the amount of \$66.58 will be mailed to you under separate cover within two weeks of the date of this letter. You are being billed for the database search and printouts, and staff scientist review. Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources.

Sincerely,

A handwritten signature in black ink that reads "Lisa Joyal". The signature is written in a cursive, flowing style.

Lisa Joyal
Endangered Species Environmental Review Coordinator

encl: Database search results
Rare Feature Database Print-Outs: An Explanation of Fields

Minnesota Natural Heritage & Nongame Research Program
Short Record Report of Element Occurrences within 1 mile radius of:
 Edina 5100 West 82nd Street Residential Development
 T27N R24W Section 6
 Hennepin County

Element Name and Occurrence Number	Federal Status	MN Status	State Rank	Global Rank	Last Observed Date	EO ID #
Hennepin County, MN						
<u>Emydoidea blandingii</u> (Blanding's Turtle) #479 Location Description: T28N R24W S31		THR	S2	G4	1989-08-25	11306
<u>Gallinula chloropus</u> (Common Moorhen) #2 Location Description: T27N R24W S8, T27N R24W S6, T27N R24W S5, T27N R24W S7	No Status	SPC	S3B	G5	1972-07-	1817

Records Printed = 2

5100 West 82nd Apartments Traffic Analysis
Bloomington, Minnesota
September 6, 2007

OVERVIEW

This memorandum summarizes a traffic analysis prepared for the proposed 5100 West 82nd Street apartment complex to be located northwest of 82nd Street and Stanley Road in Bloomington, Minnesota. (See site area map, Figure 1.)

The property, which formerly housed a 102,749 SF Seagate Computer facility, is currently vacant. The proposed apartment complex project will consist of two 4-story apartment buildings with a total of 418 units across the two buildings. The complex will include two parking ramps (360 spaces and 339 spaces) and 46 surface spaces for a total of 745 parking spaces. The two apartment buildings are planned to be built in phases, with the second building being opened by the end of 2011. (See Site Plan, Figure 2.)

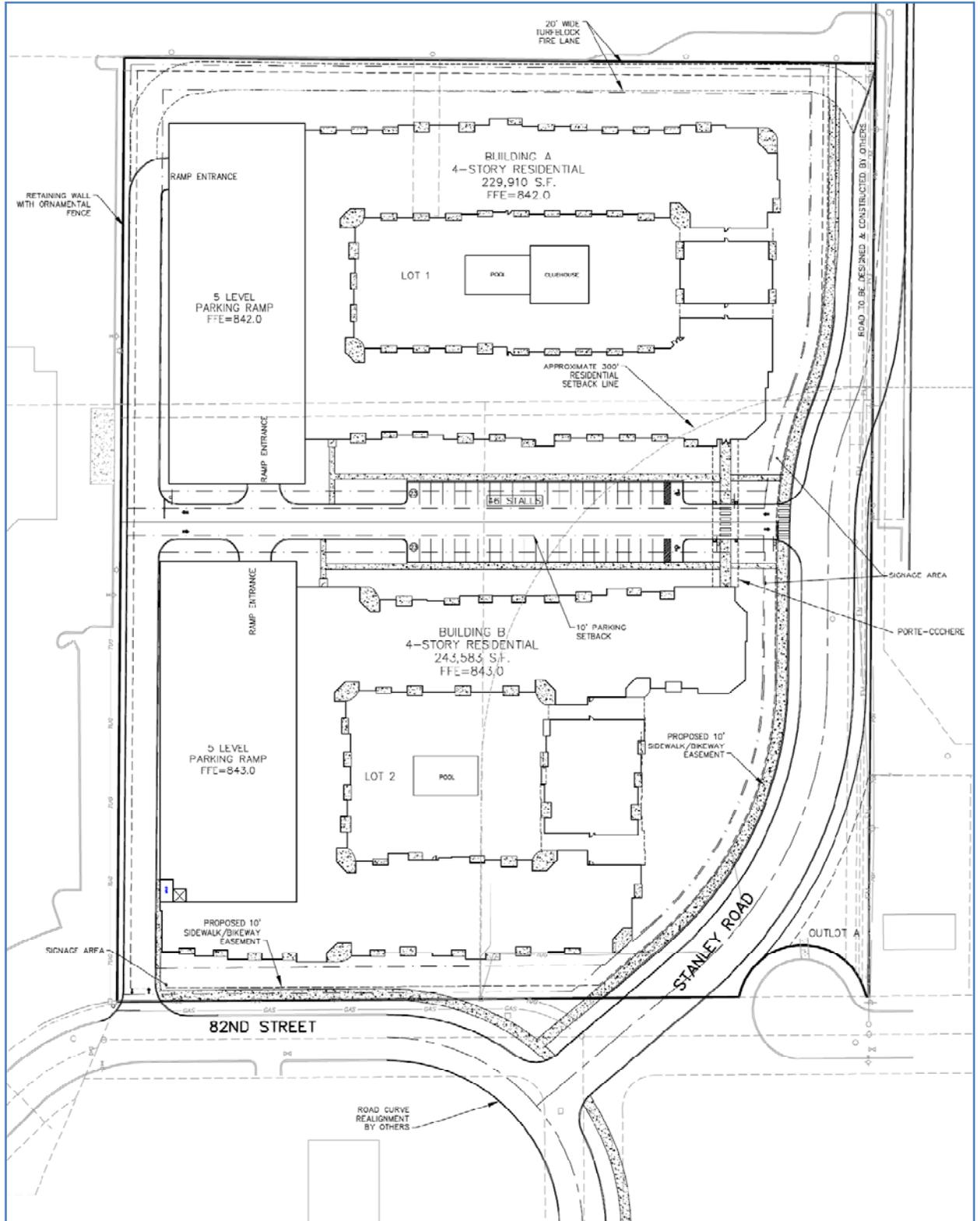
The traffic study addresses two time frames: 2012, which represents one year after completion of the project, and 2030, which matches the long-term planning horizon used by the City for transportation analysis in the overall area.

Over the past year, the City has conducted a very extensive traffic analysis and has been developing a traffic mitigation plan for the area centered on Normandale Boulevard and 84th Street. Data and information from that study has been used in this 5100 West 82nd Street Apartments traffic study. The City's study is titled "Normandale Lake Area Study" (referred to as NLAS in the memorandum) and focuses on a time frame of 2030.

Using the 2030 traffic forecasts and operational analyses, the NLAS outlines a number of proposed roadway mitigations that are recommended for managing traffic flows in this area. In the City's NLAS, the former Seagate site had been projected to be redeveloped by 2030. In that study, the Seagate site was anticipated to redevelop as approximately 102,412 SF of office space.

The main purposes of the traffic study for the 5100 West 82nd Street Apartments are to document the amount and distribution of traffic generated by the project and to compare and assess how those volumes – and their impacts – may differ from the projections documented in the NLAS. Existing traffic count and forecast data from the NLAS is used within this 5100 West 82nd Street study so that the apartment study relates directly to what is being studied in the larger, City effort.

Figure 2
Site Plan



The remainder of this memorandum contains sections describing:

- Existing Conditions
- Trip Generation
- Traffic Assignment and Analysis for the Year 2012 (No-Build and Build 5100 West 82nd Street Scenario)
- Traffic Assignment and Analysis for the Year 2030 (Normandale Lake Area Study and Build 5100 West 82nd Street Scenarios)
- Conclusions

EXISTING CONDITIONS

Traffic Counts

Previous data collection in the area was conducted in 2006 by the firm of SRF Consulting Group, Inc., as part of their efforts for the NLAS. Figures A-1 and A-2 show the existing traffic counts for the intersections closest to the 5100 West 82nd project site.

Existing A.M. and P.M. peak hour count data is presented for the following intersections:

- American Boulevard and West 82nd Street (stop sign control)
- Stanley Road and West 84th Street (signalized)
- Normandale Service Road and West 84th Street (stop sign control)
- Normandale Blvd and West 84th Street (signalized)

Traffic Analysis for Existing Conditions

Using the existing (2006) traffic volumes and geometric information for the area, traffic analyses were conducted for the weekday A.M. and P.M. peak hours. The results of the existing analyses are shown in Table 1. (Level E or F operations are shown in bold.)

The traffic analysis model utilized for this project is an extracted portion of the entire NLAS network. The portion germane to this study was provided by SRF Consulting Group, the City's consultant for the NLAS study. The NLAS network data that was provided was the project data current as of August 20, 2007. The analyses – for existing conditions and later in this report for future conditions – were derived using the SimTraffic modeling tool. SimTraffic is a microscopic modeling technique which utilizes random traffic seeding variables in its modeling of traffic conditions. As such, no two model runs, even for the same volume and geometry conditions, will be identical. The results derived in this study for existing conditions are consistent with the results determined in the NLAS, but are not necessarily identical. Especially with low-volume movements, there may be some apparent differences in reported delays, but these differences do not cause a change in the significance of the analysis findings.

Table 1
Existing 2006 Intersection Capacity Analysis ⁽¹⁾

Location	Critical Movement ⁽²⁾	A.M. Peak Hour	P.M. Peak Hour
Normandale Blvd. & W. 84th St.	N/A	37 / D	89 / F
W. 84th St. & Normandale Service Rd.	Southbound Left	77 / F	30 / D
W. 84th St. & Stanley Rd.	N/A	18 / B	10 / A
American Blvd. & W. 82nd St.	82nd St. Leg	7 / A	12 / B

Key: NN.N / X = Delay in Seconds per Vehicle / Level of Service

⁽¹⁾ Delay and LOS were determined by SimTraffic software analysis.

⁽²⁾ Stop sign intersection analysis; worst movement rating is identified.

As shown on Table 1, the major intersection in the area, Normandale Boulevard and West 84th Street, operates at level of service (LOS) F in the P.M. Peak Hour. A minor intersection in the study area, W. 84th Street and Normandale Service Road, experiences LOS F (AM) and D (PM) for its southbound left turn movement. This LOS F movement is used by a small volume (10 in the AM). The other intersections studied operate at acceptable levels of service (LOS D or better) in the peak hours.

ANALYSIS OF FUTURE CONDITIONS

Analysis Scenarios

Traffic analyses were conducted for two time frames: 2012 (set to be one year after full build-out of the site) and 2030 (long-term planning horizon). Two different analysis cases were conducted for each time frame. For 2012 a “No-Build” scenario was computed assuming that, although there is other background growth in the area, the old Seagate site remains vacant. The 2012 analyses include the geometric changes in the area that are planned for 2008/2009 as part of the NLAS. (Additional NLAS changes are planned for approximately 2013; these are not included in the 2012 analyses.)

For 2030, one of the two scenarios recorded is the forecast contained in the NLAS. The other scenario reflects 2030 traffic conditions if the 5100 West 82nd Street Apartment project is built on the site rather than the office assumed in the NLAS.

Future conditions with full build-out of the 5100 West 82nd site were analyzed using a traditional multi-step traffic forecast and analysis process. The major steps in this process include:

- developing trip generation,
- deriving the direction of approach,
- assigning site-generated traffic to the surrounding roadway network,
- analyzing development-related traffic impacts, and
- establishing mitigation strategies.

Because so much analysis and mitigation planning has already been conducted for the area, one of the main objectives of this study was to show how the traffic volumes from the proposed apartment project differed from the previously-assumed forecasts for the parcel and to determine if that would cause any change in the previously-determined analysis results and mitigation plans proposed in the NLAS.

Land Uses

Table 2 summarizes the projected development statistics for the apartment complex together with the office use that had been projected in the NLAS. For reference, the statistics for the existing building are also shown.

Table 2
Land Use Comparisons

Land Use	Units / Size
5100 West 82nd Street Project	
• Apartment Buildings	418 Units
Normandale Lake Area Study	
• Office	102,412 Sq. Ft.
Existing Building	
• Office	88,364 Sq. Ft.
• Warehouse	14,385 Sq. Ft.
Total, Existing Building	102,749 Sq. Ft.

Trip Generation

A.M. and P.M. peak hour trip generation values were computed for these proposed land uses and intensities using trip generation rates contained in the reference Trip Generation, 7th Edition, 2003, published by the Institute of Transportation Engineers (ITE). Table 3 summarizes the trip rates that were utilized for this study and Table 4 summarizes the resulting gross trip generation. For reference, the trip generation for the existing building site and use is also shown.

Table 3
Trip Generation Rates

I.T.E. Code	Land Use	Units	Daily	A.M. Peak Hour		P.M. Peak Hour			
			Rate	Rate	% In	% Out	Rate	% In	% Out
220	Apartment Building	KSF	6.72	0.51	20	80	0.62	65	35
710	General Office	KSF	11.01	1.55	88	12	1.49	17	83
150	Warehousing	KSF	4.96	0.45	82	18	0.47	25	75

Table 4
Gross Trip Generation Summary
for Future Site Development

I.T.E. Code	Land Use	Daily	A.M. Peak Hour			P.M. Peak Hour		
		Total	In	Out	Total	In	Out	Total
5100 West 82nd Street Project								
220	Apartment Building	2,810	43	170	213	168	91	259
Normandale Lake Area Study								
710	General Office Building	1,128	140	19	159	26	127	153
Existing Building								
710	General Office Building	974	121	16	137	22	110	132
150	Warehousing	72	5	1	6	2	5	7
Total, Existing Building		1,046	126	17	143	24	115	139

The change in land use to an apartment use as compared to an office use will create an additional 54 A.M. peak hour trips and an additional 106 P.M. peak hour trips. Although the peak hour trip volumes will increase, the directional distribution of the trips will also change. Unlike the predominant office uses in the area, the apartment use will have higher exiting trips in the A.M. and entering trips in the P.M..

Trip Distribution, Background Growth and Trip Assignment

By using the area traffic count data as a guide, and in consultation with City staff, the trip distribution for site traffic was developed. The development of the trip

distribution was also guided by the data from the NLAS. The trip distribution is shown on Figure 3.

In the trip assignment portion of the analysis, the new trips generated by the site were assigned to the roadway network using the routing patterns expected to be employed by the future residents and guests of the apartment development.

**Figure 3
Trip Distribution**



Note: external distributions are shown on figure. In addition, 5% of site traffic is estimated to be oriented to localized destinations west of Normandale between 494 and 84th and 1% of site traffic is estimated to be oriented to localized destinations east of Normandale between 494 and 84th

Roadway Network Changes and Impacts on Traffic Assignments

To address congestion in the Normandale area, the City of Bloomington has proposed a number of roadway upgrades, modifications and new facilities. One of these facilities is a northerly extension of Stanley Road to American Boulevard. This roadway link is shown in the City's Comprehensive Plan and the consideration for this roadway extension predates the NLAS work. The extension will help alleviate existing congestion in the study area and would be of immediate benefit to the overall

area. The apartment project is premised on the extension of Stanley being completed. Right of way for the roadway extension is being dedicated in conjunction with the apartment development and the traffic forecasts for the study were conducted with the road assumed to be in place.

Several other changes in the area network are also proposed to be implemented in two stages in 2008/2009 and in approximately 2013. The 2012 and 2030 analyses made use of the proposed roadway networks that would be in place for each of those timeframes.

For the 2012 analysis, the modifications listed below (to be completed in 2008/2009) that relate to the 5100 West 82nd Street site were assumed to be completed. This list is based on the NLAS information current as of August 20, 2007.

- The southbound left turn from Norman Center Drive onto West 84th Street is eliminated (this will serve to shift traffic flows both westerly to Normandale Lake Boulevard and also from the west side of Normandale Boulevard over the American Boulevard Bridge to ultimately access Normandale Boulevard from the east).
- The West 82nd Street/Stanley Road intersection will be realigned to facilitate eastbound to southbound movements.
- An exclusive southbound right turn lane will be added on Stanley Road approaching West 84th Street. (This enhancement is proposed to help expedite traffic leaving the offices on the west side of Normandale during the PM peak, but it will also have the ancillary benefit of aiding traffic exiting from the 5100 West 82nd Apartments.)
- Left turns will be restricted at the Normandale Service Road/West 84th Street intersection. (At this time, it is expected that the southbound left turn will be prohibited.)

For the 2030 analysis, the following modifications (to be completed in approximately 2013) that relate to the 5100 West 82nd Street site were assumed to be completed:

- The Normandale Lakes/West 84th intersection will be expanded to provide more lanes and capacity.
- The intersection of American Boulevard/West 82nd Street will be realigned and signalized.

Year 2012 No-Build Scenario

Figures A-3 and A-4 show the traffic forecasts for the 2012 No-Build Scenario. Level of service analyses were conducted for the same four intersections for which LOS analyses were conducted for the Existing conditions. The No-Build Scenario treats the site as if it were to remain vacant until 2012.

Table 5 summarizes the level of service analyses for the 2012 No-Build Scenario (with the existing condition results also shown for reference). The No-Build Scenario does assume the 2008/2009 roadway modifications (see page 9) to be in place. For the No-Build Scenario, a background growth rate of 1% per year was applied to the network. As shown in the table, at the major intersection of Normandale Boulevard/W. 84th Street, the AM LOS is expected to remain at Level D and the PM delay will increase to within the F range. At the minor intersection of W. 84th Street and Normandale Service Road, with the left turn restriction expected to be implemented at the intersection (i.e., prohibited southbound left turn), the existing LOS F side street condition will be alleviated.

Table 5
Intersection Capacity Analysis ⁽¹⁾
2006 Existing & 2012 No Build Scenarios

Location	Critical Movement ⁽²⁾	A.M. Peak Hour		P.M. Peak Hour	
		2006 Existing	2012 No Build	2006 Existing	2012 No Build
Normandale Blvd. & W. 84th St.	N/A	37 / D	36 / D	89 / F	95 / F
W. 84th St. & Normandale Service Rd.	2006 - SBL 2012 - EBL ⁽³⁾	77 / F SBL	18 / C EBL	30 / D SBL	12 / B EBL
W. 84th St. & Stanley Rd.	N/A	18 / B	13 / B	10 / A	11 / B
American Blvd. & W. 82nd St.	82nd St. Leg	7 / A	7 / A	12 / B	12 / B

Key: NN.N / X = Delay in Seconds per Vehicle / Level of Service

⁽¹⁾ Delay and LOS were determined by SimTraffic software analysis.

⁽²⁾ Stop sign intersection analysis; worst movement rating is identified.

⁽³⁾ For existing analysis, the southbound left turn is the critical movement. It is expected that prior to 2012 this movement will be prohibited and the critical movement will become the eastbound left turn.

Year 2012 Build Scenario

Another 2012 scenario was prepared with the 5100 West 82nd Street Apartments traffic added into the analysis. Figures A-5 and A-6 show the traffic added due to the 5100 West 82nd Apartments project. Figures A-7 and A-8 show the total traffic forecasts for the “Build” scenario. Traffic analyses were conducted for the “Build” scenario and are summarized in Table 6 (along with the results for the “No-Build” case for reference).

Table 6
Intersection Capacity Analysis ⁽¹⁾
2012 No Build & 2012 Build Scenarios

Location	Critical Movement ⁽²⁾	A.M. Peak Hour		P.M. Peak Hour	
		2012 No Build	2012 Build	2012 No Build	2012 Build
Normandale Blvd. & W. 84th St.	N/A	37 / D	36 / D	95 / F	96 / F
W. 84th St. & Normandale Service Rd.	Eastbound Left	18 / C	14 / B	12 / B	14 / B
W. 84th St. & Stanley Rd.	N/A	13 / B	11 / B	11 / B	13 / B
American Blvd. & W. 82nd St.	82nd St. Leg	7 / A	7 / A	13 / B	15 / B

Key: NN.N / X = Delay in Seconds per Vehicle / Level of Service

⁽¹⁾ Delay and LOS were determined by SimTraffic software analysis.

⁽²⁾ Stop sign intersection analysis; worst movement rating is identified.

As shown in Table 6, the additional traffic from the proposed apartment development causes little change in the LOS findings for the 2012 period at the study area intersections.

Year 2030 Normandale Lake Area Study Scenario

Figures A-9 and A-10 show the 2030 traffic volumes for the area as forecasted in the NLAS. As noted previously, in that study the former Seagate site was projected to be redeveloped as a 102,412 square foot office building and the trip generation for that office use is contained within the 2030 forecast network. The NLAS assumes the following additional roadway upgrades to be in place (beyond what is planned for the 2008/2009 upgrades).

- The Normandale Lakes/West 84th intersection will be expanded to provide more lanes and capacity.
- The intersection of American Boulevard/West 82nd Street will be realigned and signalized.

Using those 2030 forecasts, traffic analyses were completed for the intersections surrounding the project site and the results are summarized in Table 7.

Table 7
Intersection Capacity Analysis ⁽¹⁾
2030 NLAS

Location	Critical Movement ⁽²⁾	A.M. Peak Hour	P.M. Peak Hour
Normandale Blvd. & W. 84th St.	N/A	37 / D	52 / D
W. 84th St. & Normandale Service Rd.	Eastbound Left	10 / B	31 / D
W. 84th St. & Stanley Rd.	N/A	14 / B	14 / B
American Blvd. & W. 82nd St.	N/A	6 / A	14 / B

Key: NN.N / X = Delay in Seconds per Vehicle / Level of Service

⁽¹⁾ Delay and LOS were determined by SimTraffic software analysis.

⁽²⁾ Stop sign intersection analysis; worst movement rating is identified

As shown in the table, with the increase in capacity at Normandale Boulevard/West 84th, and with the change in area routing patterns from the west side of Normandale Boulevard, this intersection will function at LOS D in the A.M. and P.M. peak hours in 2030.

The intersection of American Boulevard and West 82nd Street will carry higher volumes in 2030 due to area-wide redevelopment and changes in access patterns that shift more vehicles to use the American Boulevard Bridge over Normandale. To accommodate these traffic shifts, a signal will be installed at this intersection. The need for this signal was established in the NLAS and is independent of the proposed apartment development. The signal is not a mitigation measure proposed by this apartment development EAW.

Year 2030 Build Scenario

A second 2030 forecast analysis was conducted in which the land use for the former Seagate site was changed from the office (assumed in the NLAS) to the actual proposal of 418 apartment units. Figures A-11 and A-12 show the 2030 traffic volumes with the apartments in place. With this 2030 forecast, traffic analyses were rerun to assess whether the change from an anticipated office use to the apartment use would cause a change in the area traffic analyses. Table 8 shows the 2030 traffic analysis results with the current proposal, together with the results from the NLAS as reference.

Table 8
Intersection Capacity Analysis ⁽¹⁾
2030 NLAS & 2030 with Apartments

Location	Critical Movement ⁽²⁾	A.M. Peak Hour		P.M. Peak Hour	
		2030 NLAS	2030 Build	2030 NLAS	2030 Build
Normandale Blvd. & W. 84th St.	N/A	37 / D	39 / D	52 / D	52 / D
W. 84th St. & Normandale Service Rd.	As Noted	10 / B EBL	18 / C SBR	31 / D EBL	25 / C EBL
W. 84th St. & Stanley Rd.	N/A	14 / B	13 / B	14 / B	14 / B
American Blvd. & W. 82nd St.	N/A	6 / A	7 / A	14 / B	12 / B

Key: NN.N / X = Delay in Seconds per Vehicle / Level of Service

⁽¹⁾ Delay and LOS were determined by SimTraffic software analysis.

⁽²⁾ Stop sign intersection analysis; worst movement rating is identified.

As shown in Table 8, the results at the major intersections are similar for the office use assumed in the NLAS and the multi-family use proposal. Under the 2030 Build Scenario all intersections operate at an acceptable LOS (level D or better).

Site Driveway Access onto the Public Road System

The site plan for the Apartment project includes a primary access (near the parking ramps) onto West 82nd Street and a secondary access onto the extension of Stanley Road. The traffic forecast process indicates that about 60% of site traffic will utilize the main access off of West 82nd. To examine the ability of this site traffic to access onto the public road system, an analysis was done for the 2030 time frame. Under 2030 conditions, the site driveway onto West 82nd will experience Level of Service B operations in the A.M. peak hour and Level of Service C operations in the P.M. peak hour, indicating that there is sufficient capacity along the roadway for site traffic to effectively gain access and egress.

With the extension of Stanley Road, site traffic will have the ability to travel to/from American Boulevard (the I-494 Frontage Road). It is expected that about 23% or 650 trips to/from the 5100 West 82nd Apartments will use the extension of Stanley northerly to American Boulevard on a daily basis.

CONCLUSIONS

1. The key intersection in the study area is Normandale Boulevard/West 84th Street. In the long term (approximately 2013) the City will implement a significant capacity upgrade to this intersection. That upgrade, along with other area-wide network changes that will divert traffic away from critical movements at that intersection, will significantly improve operations. The

results of the traffic forecasts and analyses show that for this intersection, the addition of the traffic from the 5100 West 82nd Street Apartments will cause negligible changes to the operations at Normandale/West 84th from what the scenario would be without the apartments or with other assumed land uses for the site.

2. The signalized intersection of Stanley Road and West 84th is projected to have Level of Service B operations in both the A.M. and P.M. peak hours in all future analysis scenarios. In 2008/2009 the intersection is expected to have a capacity increase with the addition of a southbound to westbound right turn lane. Although the need for this is not generated by the apartment project (it is generated by a desire to shift traffic patterns in the area), the provision of this right turn lane will aid in the flow of outbound apartment traffic.
3. Site traffic will be able to effectively access the public roadway system. The access to West 82nd Street will carry about 60% of site traffic and will experience LOS C or better operations in the A.M. and P.M. peak hours. The access to Stanley Road will carry about 40% of the site traffic and will experience similar good operations.
4. Without modification, the intersection of the Normandale Service Road and West 84th would continue to experience operational problems with the increase in traffic along West 84th Street. This finding is independent of the apartment project and it is not expected that apartment traffic will use the critical north leg of this intersection. The NLAS proposes to restrict left turn movements at this intersection; for the purposes of this analysis, it is expected that the southbound left turn will be prohibited.
5. Traffic management changes initiated through the Normandale Lake Area Study will result in more traffic using the American Boulevard Bridge over Normandale and will add vehicles to the American Boulevard/West 82nd Street intersection. The NLAS recommends that this existing stop sign-controlled intersection be signalized. While this will aid the flow of apartment traffic the need for the signalization is not generated by the apartment development.

APPENDIX

- Figure A-1 Existing A.M. Peak Hour Traffic Volumes and Lane Geometry
- Figure A-2 Existing P.M. Peak Hour Traffic Volumes and Lane Geometry
- Figure A-3 2012 No-Build A.M. Peak Hour Traffic Volumes and Lane Geometry
- Figure A-4 2012 No-Build P.M. Peak Hour Traffic Volumes and Lane Geometry
- Figure A-5 Slosburg Residential Added Trips – A.M. Peak Hour
- Figure A-6 Slosburg Residential Added Trips – P.M. Peak Hour
- Figure A-7 2012 Build A.M. Peak Hour Traffic Volumes and Lane Geometry
- Figure A-8 2012 Build P.M. Peak Hour Traffic Volumes and Lane Geometry
- Figure A-9 2030 Normandale Lake Area Study A.M. Peak Hour Traffic Volumes and Lane Geometry
- Figure A-10 2030 Normandale Lake Area Study P.M. Peak Hour Traffic Volumes and Lane Geometry
- Figure A-11 2030 Normandale Lake Area Study with Apartments A.M. Peak Hour Traffic Volumes and Lane Geometry
- Figure A-12 2030 Normandale Lake Area Study with Apartments P.M. Peak Hour Traffic Volumes and Lane Geometry

Figure A-1
Existing
A.M. Peak Hour Traffic Volumes and Lane Geometry

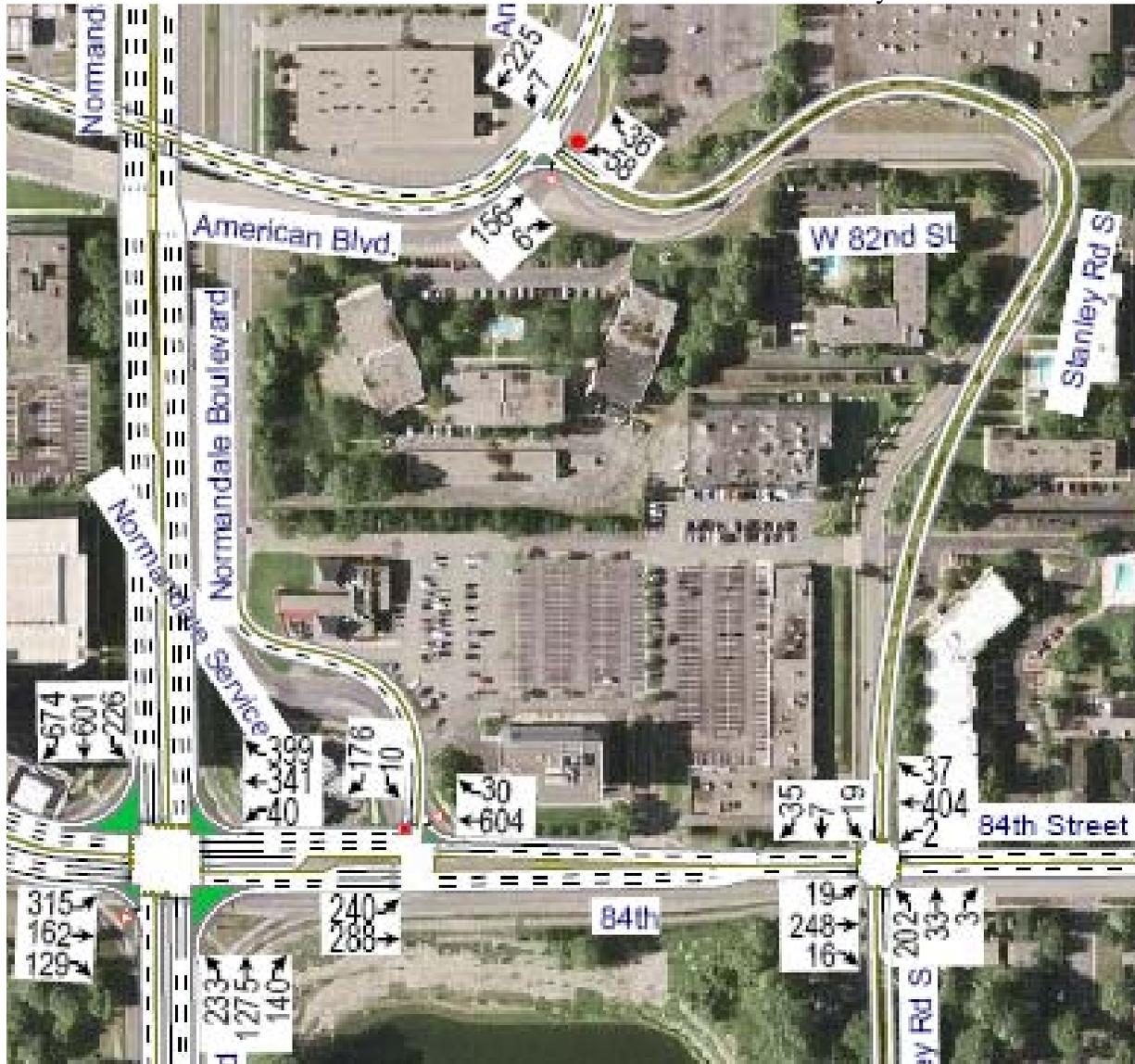


Figure A-2
 Existing
 P.M. Peak Hour Traffic Volumes and Lane Geometry

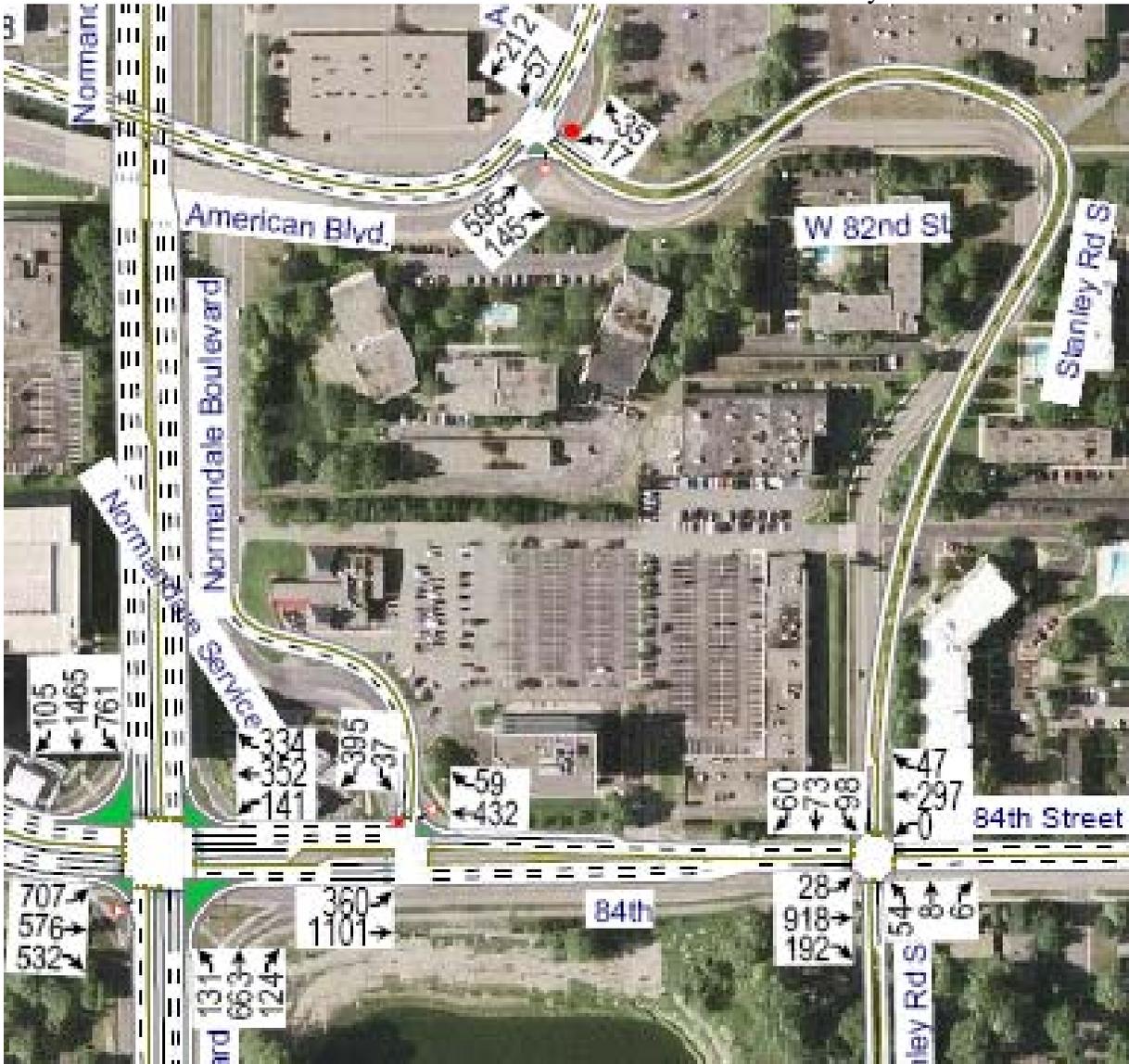


Figure A-3
 2012 No-Build
 A.M. Peak Hour Traffic Volumes and Lane Geometry

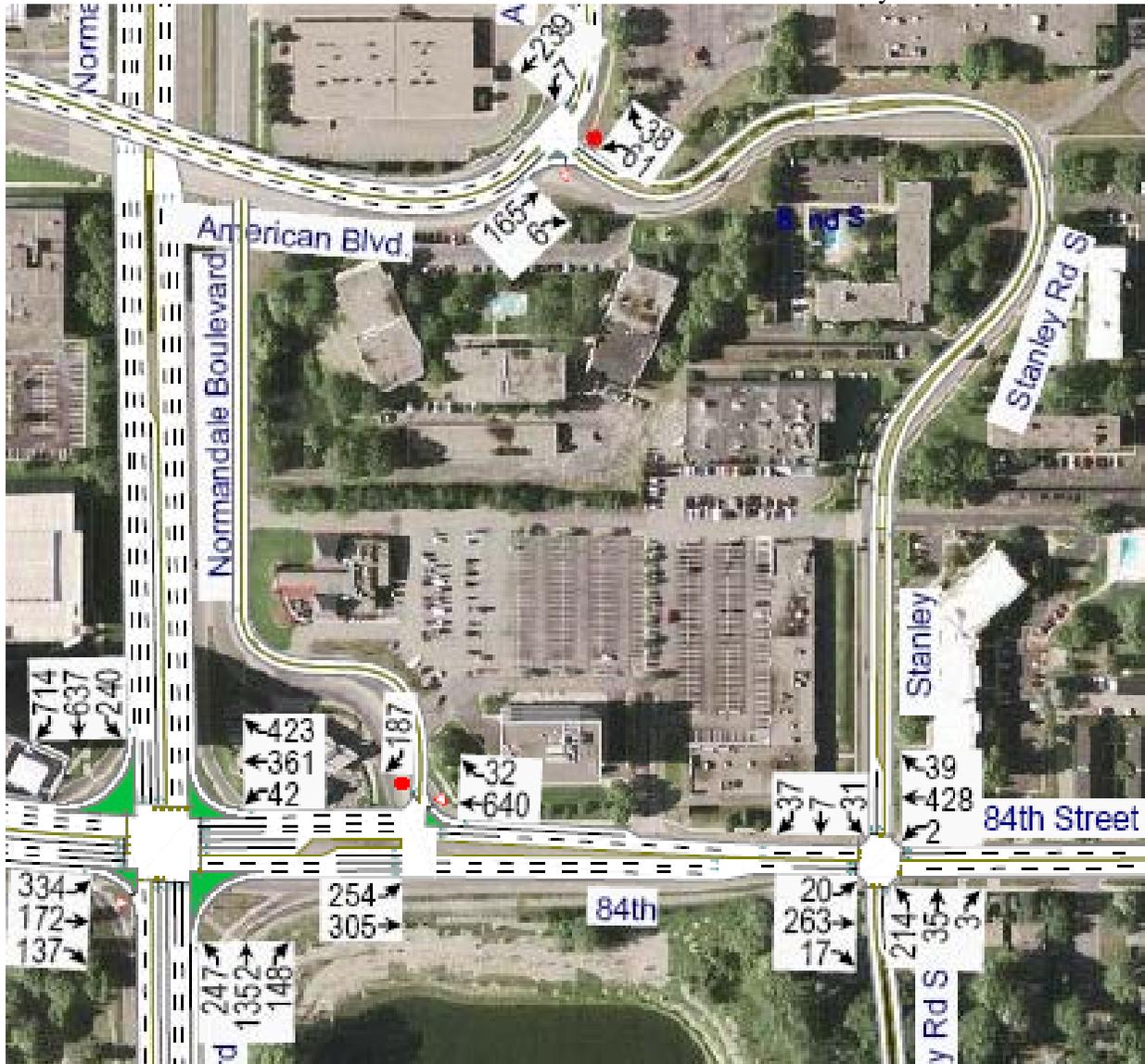


Figure A-3
 2012 No-Build
 A.M. Peak Hour Traffic Volumes and Lane Geometry

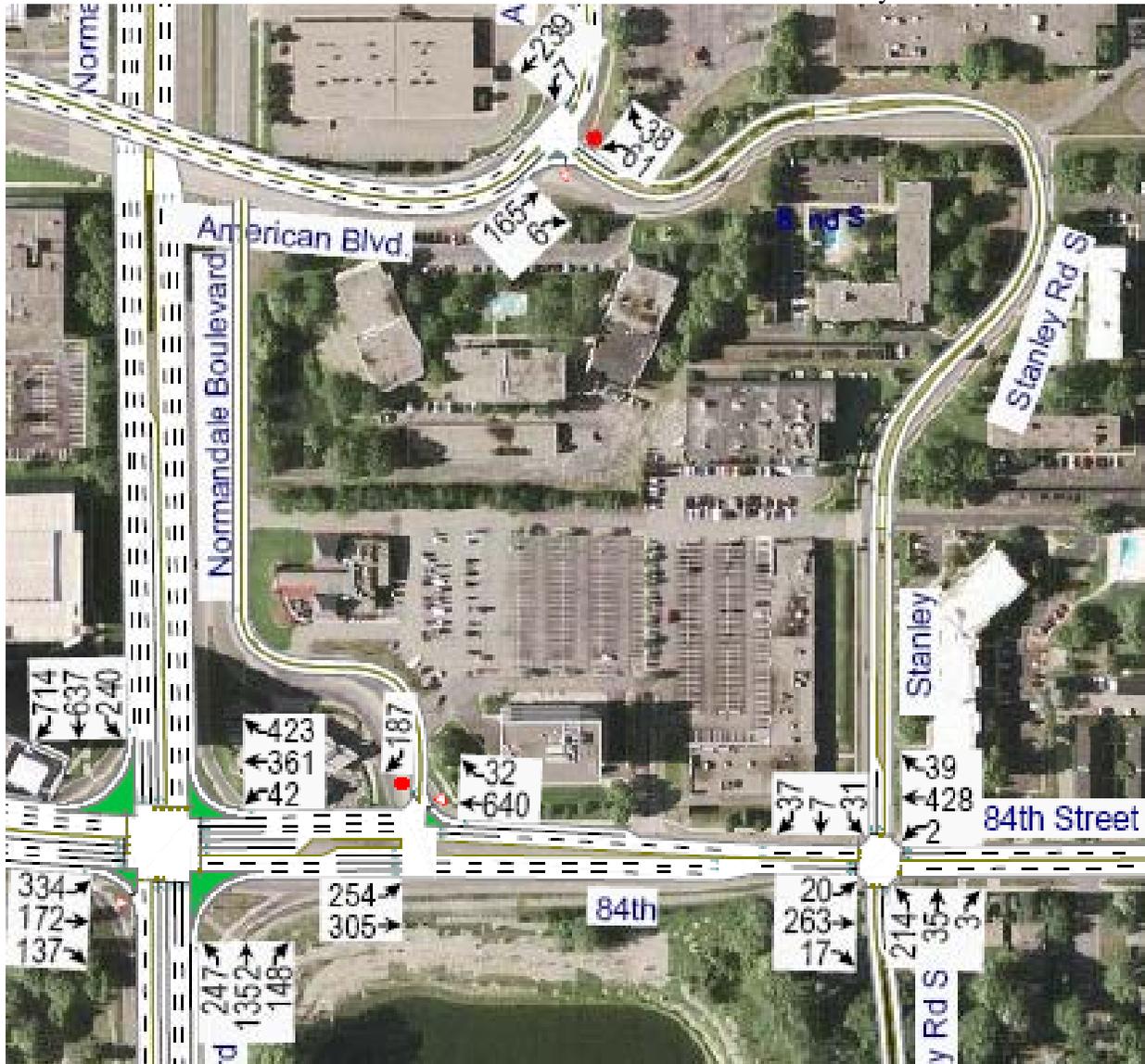


Figure A-4
 2012 No-Build
 P.M. Peak Hour Traffic Volumes and Lane Geometry

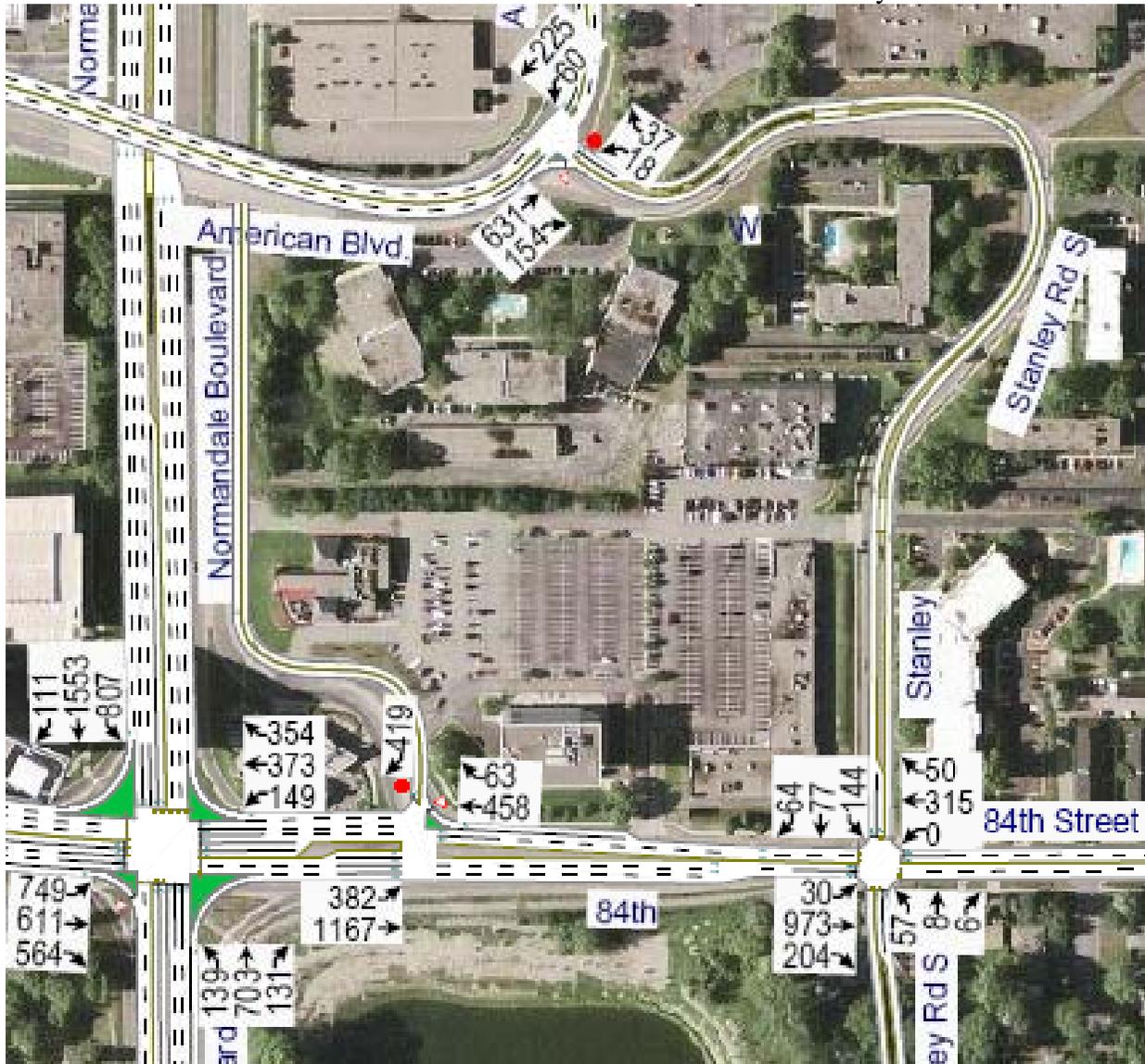


Figure A-6
Slosburg Residential Added Trips – P.M. Peak Hour

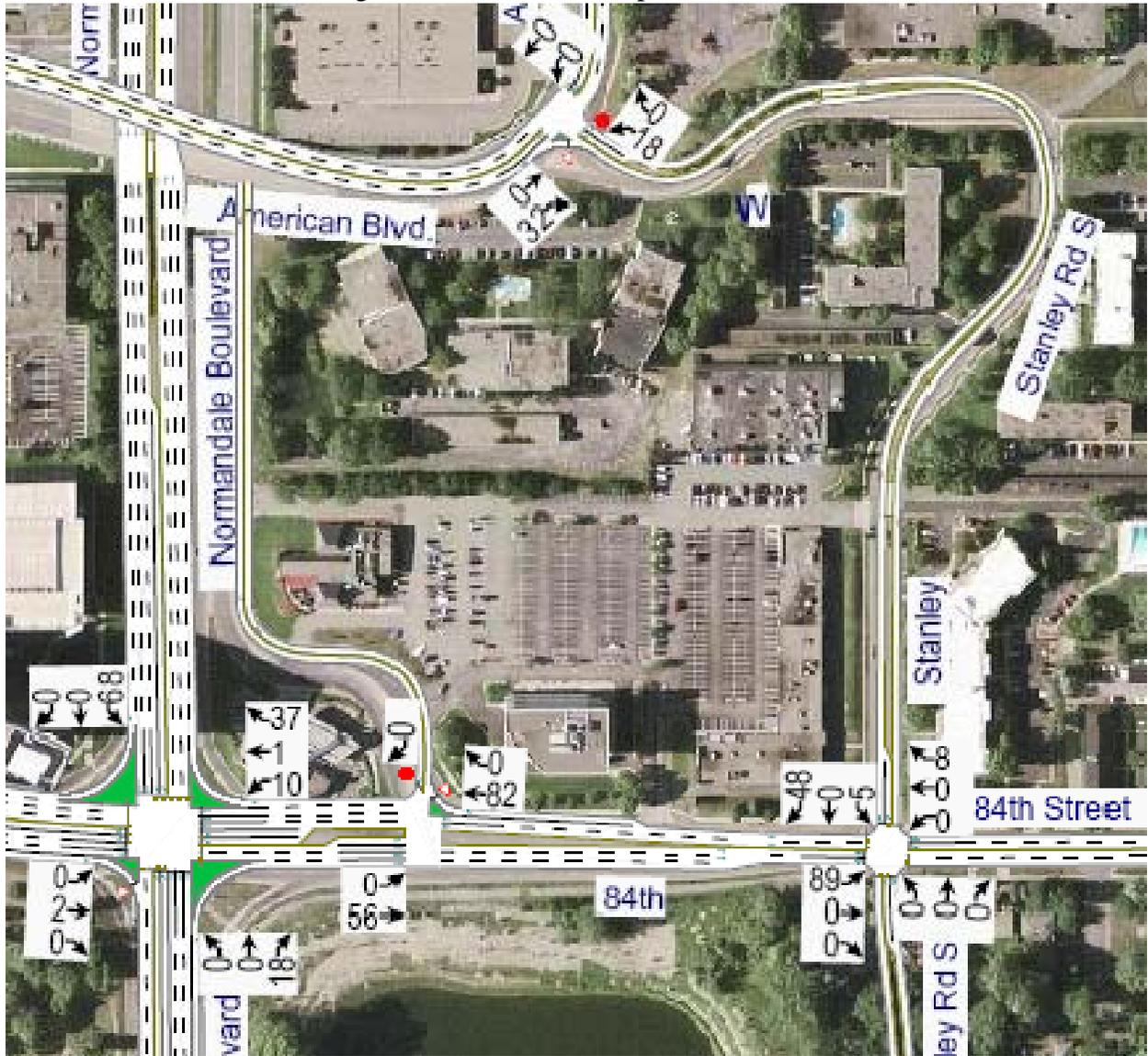


Figure A-7
 2012 Build
 A.M. Peak Hour Traffic Volumes and Lane Geometry

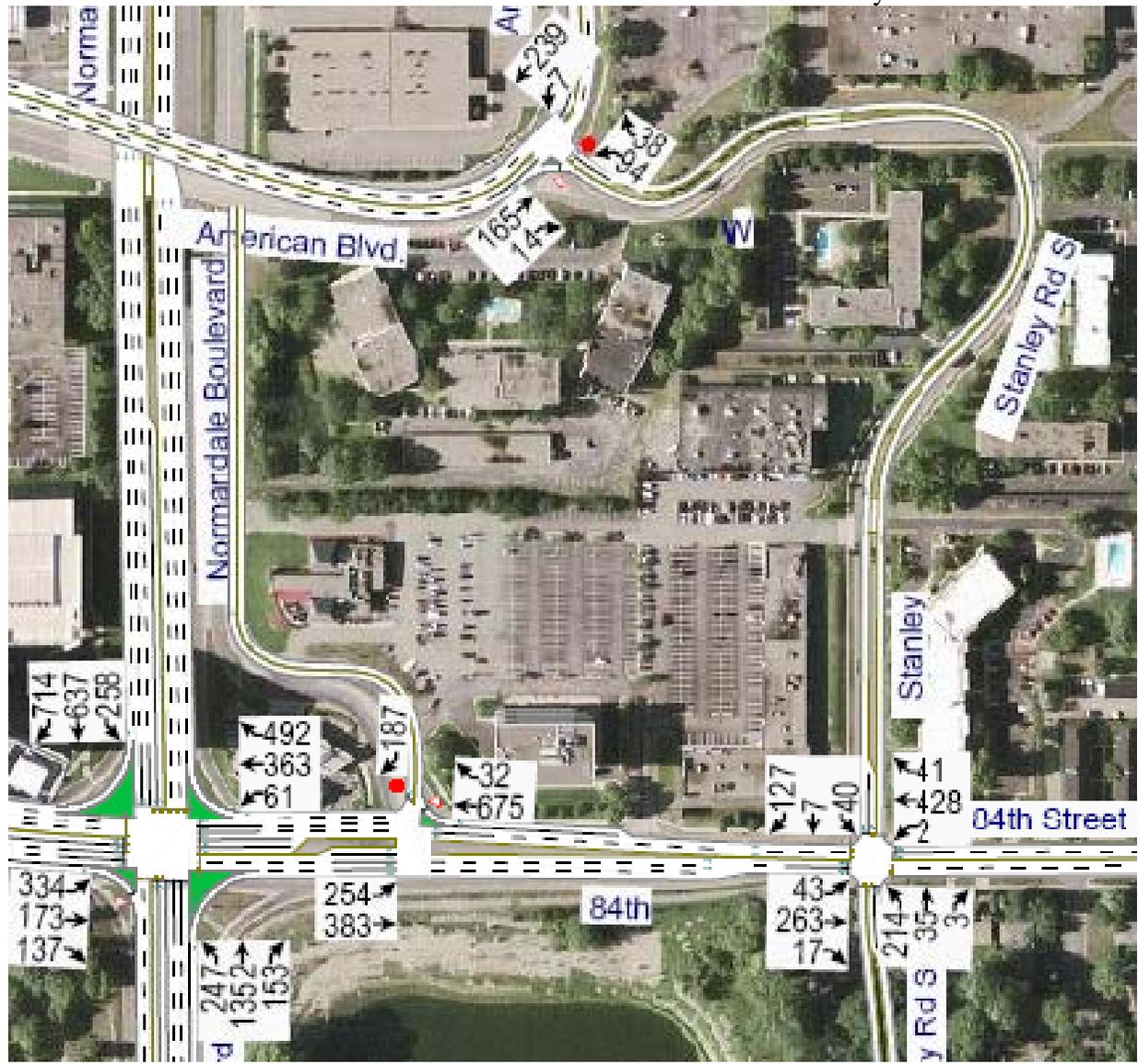


Figure A-8
 2012 Build
 P.M. Peak Hour Traffic Volumes and Lane Geometry



Figure A-9
 2030 Normandale Lake Area Study
 A.M. Peak Hour Traffic Volumes and Lane Geometry



Figure A-10
 2030 Normandale Lake Area Study
 P.M. Peak Hour Traffic Volumes and Lane Geometry



Figure A-11
 2030 Normandale Lake Area Study with Apartments
 A.M. Peak Hour Traffic Volumes and Lane Geometry

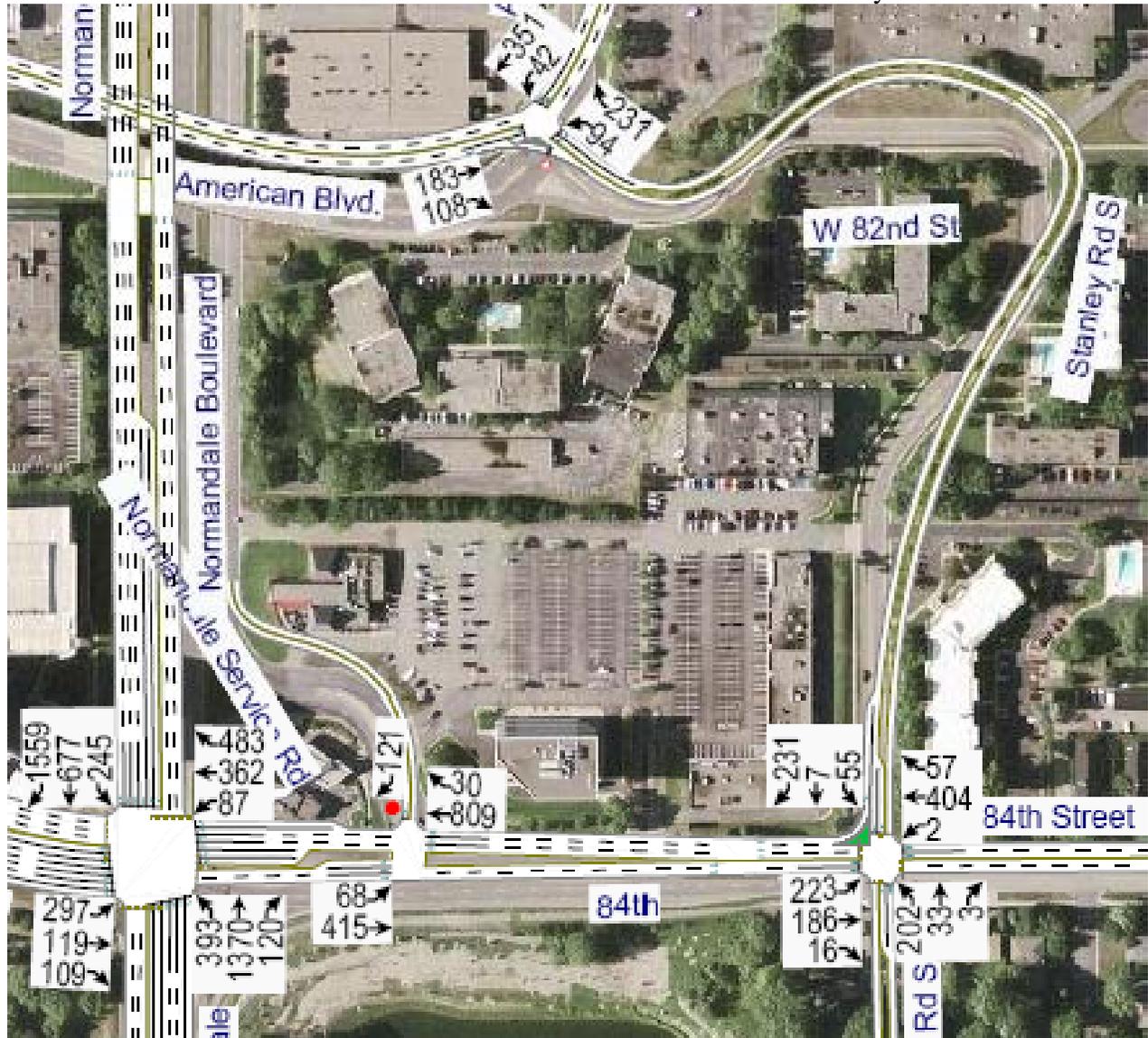
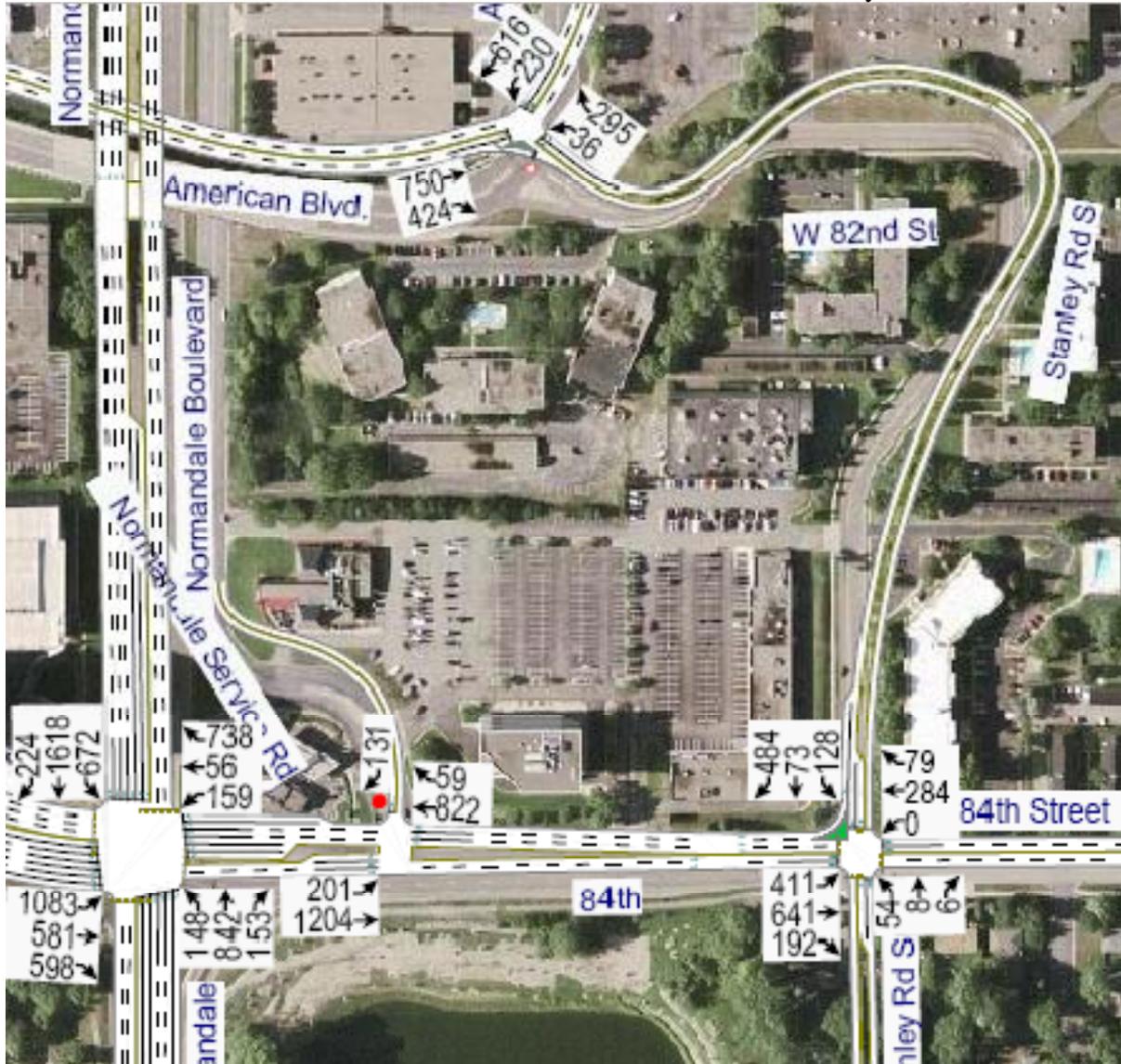


Figure A-12
 2030 Normandale Lake Area Study with Apartments
 P.M. Peak Hour Traffic Volumes and Lane Geometry



APPENDIX D
State Historic Preservation Office
Correspondence

From: Cinadr, Thomas [thomas.cinadr@mnhs.org]
Sent: Friday, July 20, 2007 8:05 AM
To: Shannon Hansen
Subject: RE: SHPO Data Search Requests

THIS EMAIL IS NOT A PROJECT CLEARANCE.

This message simply reports the results of the cultural resources database search you requested. The database search produced results for only previously known archaeological sites and historic properties. Please read the note below carefully.

For further information contact Kelly Gragg-Johnson by phone at 651-259-3455 or email at kelly.gragg-johnson@mnhs.org.

No archaeological sites or historic structures were identified in a search of the Minnesota Archaeological Inventory and Historic Structures Inventory for the search area requested.

The result of this database search provides a listing of recorded archaeological sites and historic architectural properties that are included in the current SHPO databases. Because the majority of archaeological sites in the state and many historic architectural properties have not been recorded, important sites or structures may exist within the search area and may be affected by development projects within that area. Additional research, including field survey, may be necessary to adequately assess the area's potential to contain historic properties.

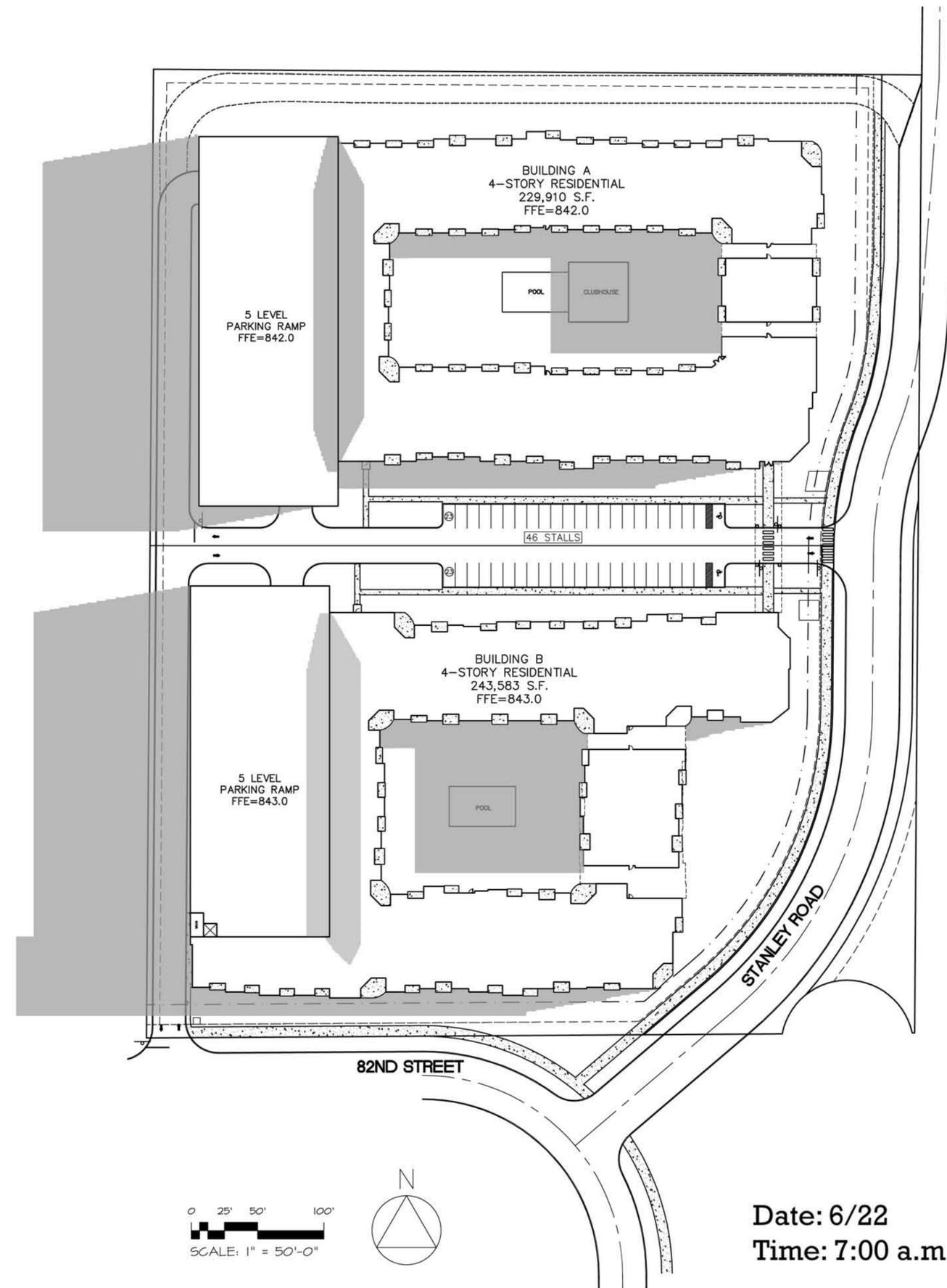
With regard to Environmental Assessment Worksheets (EAW), a negative known site/structure response from the SHPO databases is not necessarily appropriate information on which to base a "No" response to EAW Question 25a. It is the Responsible Governmental Unit's (RGU) obligation to verify the accuracy of the information contained within the EAW. A "No" response to Question 25a without written justification should be carefully considered.

If you require a comprehensive assessment of a project's potential to impact archaeological sites or historic architectural properties, you may need to hire a qualified archaeologist and/or historian. Please contact the SHPO by phone at 651-259-3450 or by email at mnshpo@mnhs.org for current lists of professional consultants in these fields.

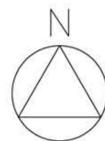
The Minnesota SHPO Survey Manuals and Database Metadata can be found at <http://www.mnhs.org/shpo/survey/inventories.htm>

Tom Cinadr
Survey and Information Management Coordinator
Minnesota State Historic Preservation Office
Minnesota Historical Society
345 Kellogg Blvd. West
St. Paul, MN 55102

APPENDIX E
Shadow Study



0 25' 50' 100'
SCALE: 1" = 50'-0"

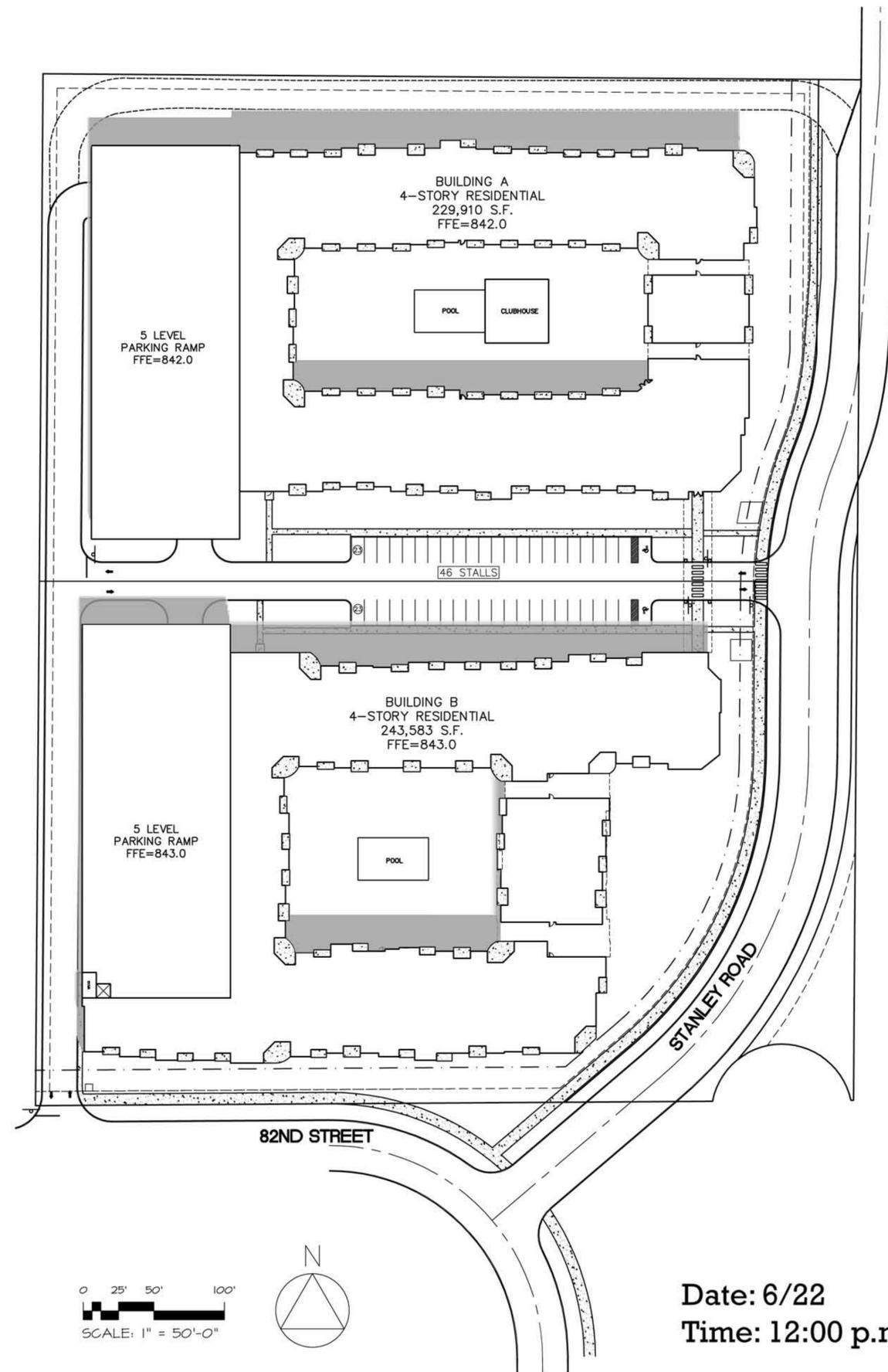


Date: 6/22
Time: 7:00 a.m.

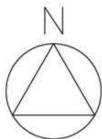
5100 West 82nd Street
Bloomington, MN

August 6, 2007

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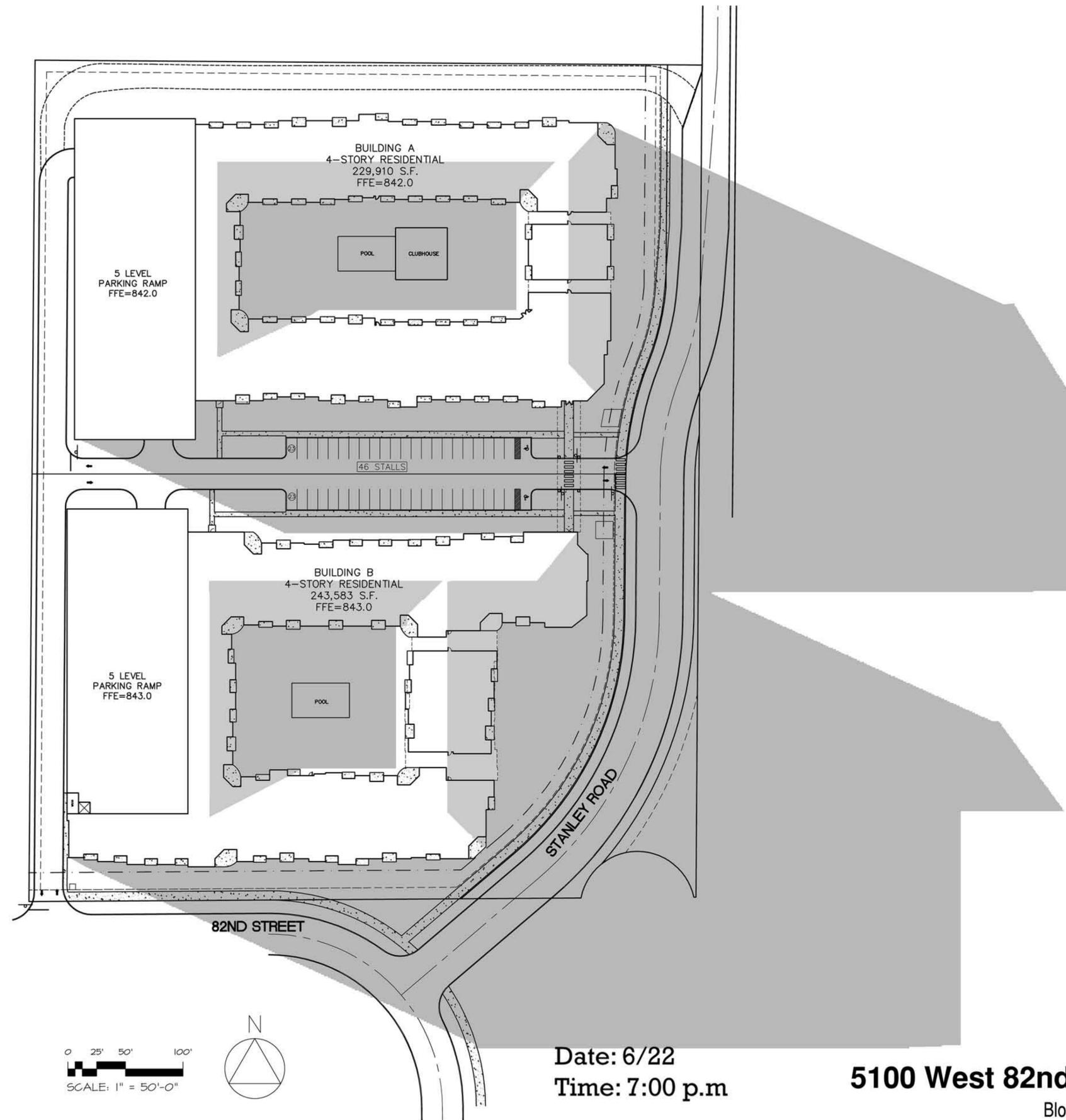
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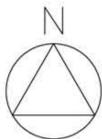
Date: 6/22
Time: 12:00 p.m

5100 West 82nd Street
Bloomington, MN

August 6, 2007



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SCALE: 1" = 50'-0"



Date: 6/22
Time: 7:00 p.m

5100 West 82nd Street
Bloomington, MN

August 6, 2007

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