

APPENDIX F

MITIGATION PLAN

AIRPORT SOUTH DISTRICT AUAR

MITIGATION PLAN

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City of Bloomington

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AIRPORT SOUTH DISTRICT AUAR MITIGATION PLAN

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AIRPORT SOUTH DISTRICT AUAR MITIGATION PLAN

1.0 INTRODUCTION

This Mitigation Plan has been prepared as part of the Alternative Urban Areawide Review (AUAR) process for the Airport South District completed by the City of Bloomington as a substitute form of environmental documentation, as provided for in Minnesota Rules Chapter 4410.3610, Subpart 1. The AUAR identified the impacts anticipated to result from the development planned for the defined study area within the City or Bloomington's jurisdiction. This mitigation plan identifies the steps to be taken by the City and/or other responsible parties to avoid or minimize environmental impacts and to mitigate for unavoidable impacts.

This mitigation plan was prepared in accordance with the Minnesota Environmental Quality Board's Environmental Review Program, Minnesota Rules 4410.3610 and the Minnesota Environmental Quality Board's Memorandum entitled "Recommended Content and Format – Alternative Urban Areawide Review Documents," dated October 2000. This plan addresses the mitigation methods to be implemented for impacts that could result from the study area development scenario examined in the AUAR.

The AUAR determined that impacts to traffic operations, surface water, erosion and sedimentation, sanitary sewer and cultural resources, could potentially result from the proposed development. In addition, the proximity of the Airport South District to the Minneapolis-St. Paul International Airport (MSP) and the alignment of the Runway 17/35 will result in some areas of the District being influenced by airport noise and land use and airspace restrictions. The plan is organized to provide a summary of impacts and to identify specific mitigation measures to be implemented to avoid or minimize impacts. In each section following the mitigation measures, additional information is presented on how proposed mitigation will be implemented. Implementation measures will identify the agency or agencies involved in review/approval of mitigation plans; the governmental programs that regulate impacts/mitigation; timeframes for implementing mitigation; and the party/parties with financial responsibility for implementation of the mitigation.

2.0 RESPONSIBLE PARTIES

The responsibility for assuring the implementation of many of the mitigation methods identified in this plan will lie with the City of Bloomington. The City's planned development review process and grading and building permitting process will provide for the identification of measures to avoid impacts and/or stipulate mitigation plans and requirements to control or lessen

environmental effects. City approval of development plans allows for the inclusion of conditions that may require development agreements, specific plan items to reduce environmental impacts, specific mitigation plans for unavoidable impacts, and financial surities as part of the implementation of mitigative measures. Bloomington's building and inspection process extends through all building stages to make sure projects are constructed in accordance with approved plans and conditions.

In addition to the City of Bloomington there are numerous agencies with compliance authority or jurisdiction on specific matters related to project approval and permitting. Included in this category are the following agencies: State Historic Preservation Officer (SHPO); Office of the State Archeologist; Metropolitan Council; Lower Minnesota River Watershed District; Hennepin County; Minnesota Pollution Control Agency (MPCA); Minnesota Department of Transportation (Mn/DOT); Metropolitan Airports Commission (MAC); Wold-Chamberlain Field Joint Airport Zoning Board; and the Minnesota Department of Natural Resources (MnDNR). The AUAR and this mitigation plan list permits and approvals required by these and other governmental regulatory agencies.

3.0 IDENTIFIED IMPACTS AND PROPOSED MITIGATION PLAN

The following italicized text is from Environmental Quality Board document, Recommended Content and Format – Alternative Urban Areawide Review Documents.

AUAR: The final AUAR document must include an explicit mitigation plan. At the RGU's option, a draft plan may be included in the draft AUAR document; of course whether or not there is a separate item for a draft mitigation plan, proposed mitigation must be addressed through the document.

It must be understood that the mitigation plan in the final document takes on the nature of a commitment by the RGU to prevent potentially significant impacts from occurring from specific projects. It is more than just a list of ways to reduce impacts – it must include information about how the mitigation will be applied and assurance that it will. Otherwise, the AUAR may not be adequate and/or specific projects may lose their exemption from individual review.

The RGU's final action on the AUAR must specifically adopt the mitigation plan; therefore, the plan has "political" as well as a technical dimension.

Based upon the mitigation plan guidelines summarized above, this section provides the following information for each area of potential impact identified in the AUAR: 1) summary of potential impacts; 2) planned mitigation measures; 3) identification of the agency or agencies involved in review/approval of mitigation plans; 4) governmental programs that regulate impacts/mitigation; 5) timeframes for implementing mitigation; and 6) identification of party/parties with financial responsibility for implementation of the mitigation.

3.1 TRAFFIC

3.1.1 Summary of Impacts

As a result of the planned Airport South District AUAR development combined with forecast increases in background traffic levels, traffic volumes will increase on roadways in and adjacent to the study area through the study period (i.e., through 2007) and beyond. These increasing traffic volumes would affect traffic operations on area roadways. Mitigation measures proposed by the City to alleviate traffic impacts are described in the next section.

3.1.2 Mitigation Measures

Regional System Mitigation

Increased intensity of development within the urbanized areas of the region is one of the objectives of the Metropolitan Council's regional growth policies. Development intensity within the Airport South District is consistent with these policies. This additional development can result in additional vehicle trips that may increase pressure on the regional transportation system. However, the density and type of development at the existing Mall of America and the proposed AUAR development increase the potential for "multiple purpose" trips and transit service for trips to/from the area, thereby reducing the total number of trips generated as compared to the same land uses at "typical" development densities and suburban locations.

A reduction in site trips (compared to standard ITE trip generation estimates) has already been documented at the existing Mall of America, due to a combination of shared trips at this mixed-use development and due to the proximity of transit service. The Airport South District is currently served by 17 transit routes and a transit hub at the existing Mall of America. Transit ridership accounts for approximately 4.5 percent of all person trips in the Airport South area – nearly double the typical suburban mode share for transit.

Additional development in the area would further promote increased transit ridership in the area and provide an additional source of riders for the Hiawatha Avenue Corridor LRT line now under construction, thereby reducing local and regional traffic impacts related to the proposed development. The Adjoining Lands and Health Partners Campus properties are also located along the future LRT line, and the Muir property is located only a half a block from the LRT station at 34th Avenue/80th Street. Trip generation estimates for the traffic analyses for the AUAR utilized standard ITE trip estimates for all non-Mall of America developments. It is likely that the type and intensity of land uses proposed for new developments in Airport South would promote additional multiple purpose and transit trips, allowing for a decrease in traffic demand below the estimates included in the AUAR traffic analyses. Therefore, the traffic analyses for the AUAR would represent a 'worst case' scenario.

Developers and employers in the developing/redeveloping areas of Airport South can assist in promoting use of transit and other travel demand management (TDM) measures. The City of

Bloomington requires preparation of a TDM plan for developments 300,000 square feet in size or larger. City staff will work together with developers and employers to identify TDM measures appropriate for the developments including, but not limited to, the following:

- Maximizing transit accessibility to the site
- Promoting use of transit by employees and/or customers by providing transit information and/or incentives through Metro Commuter Services
- Promoting carpooling by employees through Metro Commuter Services
- Recommending application of flexible work hours and/or telecommuting, to minimize peak period demand
- Encouraging pedestrian-friendly site development and connections to transit services, including walking trips between land uses and the use of transit
- At move-in, alerting employees to alternative access points to adjacent freeways and alternative regional roadway options for travel.
- Promoting use of LRT
- Promote the regional Guaranteed Ride Home program for transit and carpool users.

Potential transportation system operational problems associated with increased development were identified in previous studies in the Airport South area. The 1985 Mall of America EIS projected traffic demand from both Phase 1 (existing) and Phase 2 (expansion) development and recommended local and regional roadway improvements to support the demand. Substantial improvements to the regional system have already been made by the City and Mn/DOT (based on the EIS recommendations that included both Phase 1 and 2 Mall of America traffic). The Mall of America Expansion accounts for approximately half of the new trips identified for AUAR developments.

Previous studies that included analyses of demand and capacity on I-494 indicated the need for a parallel local roadway system to accommodate local trips. The 79th/80th Street arterial system is such a parallel arterial; and it is being developed by the cities of Bloomington, Richfield and Edina to reduce the effects of increasing local traffic on I-494 and the I-494/I-35W interchange by providing an alternative for local and sub-regional trips. The arterial system will serve demand for shorter trips along I-494 and potentially reduce demand in the I-494/I-35W interchange. This roadway system is covered through Mn/DOT's Integrated Corridor Management System (ICTMS), a coordinated freeway-arterial traffic management system along I-494.

The City of Bloomington has participated in implementing roadway improvements associated with the 1985 Mall of America EIS recommendations and in developing the arterial system parallel to I-494. These measures will meet the demands of planned development in the Airport South District. No additional regional system improvements are proposed in conjunction with the AUAR redevelopment.

Local System Mitigation

The proposed Airport South AUAR development can be supported by the existing roadway system with minor modifications (described below). The suggested modifications listed below would be in addition to the local roadway improvements already planned for implementation by the City of Bloomington prior to the AUAR.

34th Avenue and East 80th Street – Additional storage is needed for the dual left-turn lane on the west approach of 80th Street for stacking vehicles. Based on the analysis approximately 400 feet of storage is needed without the traffic generated by the new parking facility at the HHH terminal. With the additional traffic, 500 feet of storage is needed. This improvement is needed even if the MOA expansion is not constructed.

28th Avenue and East 80th Street – The installation of protective/permissive phasing on the south approach of 28th Avenue.

20th Avenue and Killebrew Drive – The addition of a left-turn lane on the west approach of Killebrew Drive to provide dual left-turn lanes due to queuing.

28th Avenue/86th Street Connection – Construction in conjunction with the Kelley property development.

3.1.3 Implementation Information

AGENCY RESPONSIBLE FOR REVIEW OF IMPACTS/MITIGATION PLANS
City of Bloomington, Mn/DOT and Hennepin County.

REGULATORY PROGRAMS

- City of Bloomington Preliminary and Final Development Plan Review/Approval.
- Mn/DOT contiguous plat review.
- Hennepin County contiguous plat review.

TIMEFRAME FOR IMPLEMENTATION OF MITIGATION

Improvements required to support development-related impacts will be implemented as required by increases in traffic volumes on area roadways.

FINANCIALLY RESPONSIBLE PARTY/PARTIES

Because traffic impacts are due to both background and development-related traffic increases, costs for implementation of these mitigation measures will be allocated based on traffic generation source, and benefits to property owner.

Provision of funding identified roadway mitigation improvements will be the responsibility of the City of Bloomington. Funding sources will include:

- Proportionate share payment by developers within the AUAR area as part of requirements of the Developer's Agreement and street modification agreements between the developer and the City.
- Special assessments of adjacent benefiting property owners.
- Joint powers agreements with affected agencies
- City major capital funds.

3.2 SURFACE WATER (WATER QUANTITY/QUALITY)

3.2.1 Summary of Impacts

3.2.1.1 Surface Water Quantity Impacts

The AUAR development scenario results in an approximately 2.4-acre net decrease in impervious surfaces in the Airport South area, compared to existing conditions. Also, since the City's adopted *Comprehensive Surface Water Management Plan* requires all new development and redevelopment to maintain surface water discharges at or below existing levels, the AUAR development scenario would not increase the rate of surface water discharge, compared to existing conditions.

3.2.1.2 Surface Water Quality Impacts

There is no significant difference (i.e. approximately 2 percent) in total suspended solids (TSS) loadings between existing and post-AUAR conditions, since there are relatively small overall changes in land use type and/or impervious surface between the two conditions. The post-AUAR development scenario water quality analysis that included onsite detention/treatment increases pollutant removal, resulting in a 6 percent overall decrease in post-AUAR TSS outflow loading compared to existing conditions.

The water quality model was also run for post-AUAR conditions without onsite ponding at the redevelopment sites (i.e., relying only on regional treatment ponds—Pond C and Hogback Pond), in order to better understand the contribution made by onsite treatment ponds in pollutant removal. (Note: this analysis may also be useful in assessing the impact of a request by the Metropolitan Airports Commission (MAC) that storm water ponding not be provided above the river bluff, due to concerns about attracting birds to the ponds and increasing the potential for bird/aircraft conflicts. See MAC comment #1 in Appendix E of the Final AUAR). Post-AUAR development without onsite ponding would result in removal of approximately the same amount of TSS as occurs under existing conditions despite higher hydraulic and TSS loadings in the system for the 2007 conditions without onsite treatment. However, the Post-AUAR conditions without onsite ponding would result in a six percent increase in TSS outflow loading (due to higher total TSS loadings for post-AUAR conditions). Therefore, use of onsite ponding (or alternative onsite treatment methods) and/or an increase in regional ponding capacity is needed to bring post-AUAR outflow loadings to levels that are equal to or lower than existing outflow loadings.

3.2.2 Mitigation Measures

3.2.2.1 Surface Water Quantity Mitigation

The City's *Comprehensive Surface Water Management Plan* requires all new development and redevelopment to maintain surface water discharges at or below existing levels. Post-AUAR discharge rates will not increase flows to the existing storm sewer system and will not require capacity modifications to support AUAR development.

3.2.2.2 Surface Water Quality Mitigation

Although proposed Airport South AUAR development will be required to include storm water management design features to meet City and Watershed District requirements for rate control and water quality treatment, Pond C and Hogback Pond will remain important Airport South regional treatment facilities, especially for existing properties without onsite treatment. The majority of surface water from Airport South District currently flows to Pond C and/or Hogback Pond for treatment prior to discharge to Long Meadow Lake. An analysis of existing conditions indicates that Pond C is very important in removing pollutants from storm water flowing to Long Meadow Lake. Hogback Pond has a higher removal efficiency than Pond C; however, Pond C serves a larger drainage area. The Pond C drainage area include properties within Airport South, but also an extensive area west of TH 77/Cedar Avenue, i.e., outside Airport South.

The AUAR analysis indicates that Pond C does not currently meet expected removal efficiencies for any of the parameters modeled. This inability to meet expected removal efficiencies is related to two Pond C characteristics: (1) the overall drainage area of Pond C is larger than the capacity of the impoundment and, (2) Pond C was constructed prior to NURP or MPCA design guidelines or standards.

Since the analyses performed for the AUAR indicated that there are some existing treatment deficiencies in the Airport South watershed, the City has conducted a storm water treatment feasibility study for the Airport South District (in addition to the AUAR studies) that incorporates both onsite and regional treatment facilities for development anticipated through year 2020. This study is nearing completion, and will be forwarded to City Council for adoption as an amendment to the City's *Surface Water Management Plan*. The recommendations of the study include:

- Pursue design and permitting for expansion of Pond C (the City already has allocated Capital Improvement Program (CIP) funding for expansion of Pond C in its 2002-2003 CIP).
- Pursue ponding locations for the drainage area west of TH 77, and/or the expansion of Wrights Lake, if redevelopment occurs in this area in the future.
- If no regional ponding facilities are available for a subwatershed (i.e. 80th Street and Ceridian outfall areas), then onsite treatment ponds (or equivalent alternative onsite treatment facilities) should be incorporated into all new development/redevelopment projects within the

subwatershed. (As requested in their comment letter on the AUAR, the City will work with MAC staff to review the feasibility of using onsite structural alternatives to ponding, especially in cases when ponding is proposed within the regulated airspace areas of Runway 17/35.)

- Incorporate rate control and primary treatment measures as a minimum treatment at all redevelopment areas within subwatersheds served by regional ponds.
- Encourage low impact development (LID) management practices to be incorporated for treatment in redevelopment areas where appropriate.
- To reduce the potential for pollutant overloading from accidental spills from commercial and industrial properties within ASD, City staff will continue to work with commercial/industrial property owners within ASD and the remainder of the City in developing site-specific spill prevention plans when required by NPDES and MPCA permitting, and in educating property owners about pollutant sources and impacts and about spill prevention, containment, and response procedures.

3.2.3 Implementation Information

AGENCY RESPONSIBLE FOR REVIEW OF IMPACTS/MITIGATION PLANS

City of Bloomington, Lower Minnesota River Watershed District, Bloomington-Richfield Watershed Management Organization, Mn/DOT, USFWS, MPCA, MnDNR, and Metropolitan Airports Commission.

REGULATORY PROGRAMS

Bloomington 2000 *Surface Water Management Plan*
Lower Minnesota River Watershed District plan
National Pollutant Discharge Elimination System (NPDES) Program, administered by the MPCA.

TIMEFRAME FOR IMPLEMENTATION OF MITIGATION

In conjunction with construction of each development and capital improvement program for the Bloomington Storm Water Utility and Airport South.

FINANCIALLY RESPONSIBLE PARTY/PARTIES

Private Developers (onsite mitigation and possible developers agreements)
City of Bloomington (regional ponding)

3.3 EROSION AND SEDIMENTATION

3.3.1 Summary of Impacts

An area of steep slopes (defined as 12 percent slope or greater) extends through the AUAR study area from the southwest to the northeast corners and defines the division between the upland area (developable) and the Minnesota River bluff and bottomlands (conservation land). Slopes in this river bluff area—including the Kelley property slated for development—range up to 35 percent and are composed of erodible soils.

3.3.2 Mitigation Measures

The City of Bloomington's Land Development and Zoning Regulations regulate development on the bluff through the Bluff Protection (BP) Overlay Districts that apply to land along the Minnesota River bluff between the 722-foot and 800-foot elevations. The Bluff Protection Overlay District zoning includes provisions for erosion control and slope stabilization such as restrictions on tree cutting, set-back requirements, limiting impervious surface coverages within the bluff area, maintaining storm water discharge rates at or below pre-development over-the-bluff discharge rates, and requirements for City permitting prior to excavation, filling or grading in the area.

Five AUAR development scenario parcels slated for redevelopment are not located in the Bluff Protection Overlay Districts or on the steep slopes. Consequently, unique and/or unusual earthwork requirements for the proposed redevelopment are not anticipated. The potential for erosion and sedimentation of soils exposed during redevelopment in the AUAR study area will be minimized by using the appropriate Best Management Practices (BMPs) during and after construction. The Kelley property is partially located within the BP-2 zoning district. Development of this parcel will occur in compliance with the City's BP-2 zoning regulations.

Erosion practices will be identified in the final site grading and construction plans as required by NPDES permitting for construction sites and in accordance with the City of Bloomington and the Watershed District's erosion/sedimentation control standards. Erosion control measures will be in place and maintained throughout the entire construction period. Removal of erosion measures will not occur until all disturbed areas have been stabilized.

3.3.3 Implementation Information

AGENCY RESPONSIBLE FOR REVIEW OF IMPACTS/MITIGATION PLANS

City of Bloomington
Lower Minnesota River Watershed District.

REGULATORY PROGRAMS

Bloomington 2000 *Surface Water Management Plan*
Lower Minnesota River Watershed District plan
National Pollutant Discharge Elimination System (NPDES) Program, administered by the MPCA.

TIMEFRAME FOR IMPLEMENTATION OF MITIGATION

In conjunction with construction of each development.

FINANCIALLY RESPONSIBLE PARTY/PARTIES

Private developers

3.4 SANITARY SEWER INFRASTRUCTURE

3.4.1 Summary of Impacts

The City of Bloomington 1998 *Sanitary Sewer Policy Plan* includes plans to install a new 18-inch sewer main parallel to Cedar Avenue to connect directly into the sanitary sewer trunk line in Killebrew Drive. This north-south line will relieve demands on the 24th Avenue sewer main juncture at Killebrew Drive and East Old Shakopee Road resulting from increased sanitary flows from the Mall of America Expansion project. This new line is included in the City's Capital Improvement Program for the Airport South area.

The sanitary sewer system will also need to be extended south into the Kelley property to serve the proposed development of this parcel. Updated modeling of the sanitary sewer system performed for the AUAR indicates that projected flow rates within Airport South will be at or below those predicted in the 1998 sewer plan. Installation of the 18-inch line along Cedar Avenue would be adequate to serve the additional volume of wastewater projected for the northwest portion of Airport South.

The AUAR analysis also indicates that the sewer line located along Killebrew Drive may need minor capacity improvements (e.g. improvements to decrease line friction, to improve flow rates). This line will need to be evaluated when specific development proposals are submitted to determine if improvements to the line are needed. The modeling indicates that the remainder of the City's sewer system is adequate to serve the increased flows from the proposed AUAR developments.

3.4.2 Mitigation Measures

The sewer line located along Killebrew Drive may need minor capacity improvements (e.g. improvements to decrease line friction, to improve flow rates). This line will need to be evaluated when specific development proposals are submitted to determine if improvements to the line are needed. Following installation of the planned capacity improvements to the main line parallel to Cedar Avenue, the remainder of the City's sewer system is adequate to serve the increased flows from the proposed AUAR developments.

3.4.3 Implementation Information

AGENCY RESPONSIBLE FOR REVIEW OF IMPACTS/MITIGATION PLANS

City of Bloomington

REGULATORY PROGRAMS

City of Bloomington site plan review process.

TIMEFRAME FOR IMPLEMENTATION OF MITIGATION

As required by development staging.

FINANCIALLY RESPONSIBLE PARTY/PARTIES

City of Bloomington – capital improvements
Assessments to private developers

3.5 CULTURAL RESOURCES

3.5.1 Summary of Impacts

Historic Resources

The Airport South District contains one architectural property that has been determined eligible for the National Register of Historic Places by the Minnesota State Historic Preservation Office (SHPO), Spruce Shadows Farm (HE-BLC-071 and HE-BLC-079), 2901 Old Shakopee Road, located near the bluff overlooking the Minnesota River in the SW-SE ¼ of Section 1, T27N, R24W. Preliminary plans for the development of the Kelley property require the demolition of the house and outbuildings associated with Spruce Shadows Farm. Demolition of the buildings would adversely affect these resources. Development is also proposed for the surrounding acreage.

Archaeological Resources

SHPO records contain documentation of seven recorded archaeological sites in the Airport South District. Five of the recorded sites document American Indian earthworks, four of which (21HE7, 21HE8, 21HE10 and 21HE11) were reported destroyed by subsequent land disturbances in the 1970s. The fifth earthworks site (21HE9) is reported as no longer apparent. The remaining two sites (21HE158) and 21HE190) are historic-period isolated finds and of limited historical significance and do not appear eligible for the National Register of Historic Places.

Only one of these seven sites, the Van Ness Mounds (21HE8), is located within Kelley property proposed for development under the AUAR. While this site may have been destroyed by agricultural activity, identification of below ground remains of the nearby Lincoln Mound group (21HE7) during recent development of the Ceridian campus on the bluff suggests the possibility that remnants of the other reportedly destroyed earthworks may survive. Records of this mound group date from the late nineteenth century and indicate a collection of mounds ranging in height from one to five feet. The Kelley property development plans may adversely affect the Van Ness Mounds group.

3.7 AIRPORT NOISE AND LAND USE

3.7.1 Summary of Impacts

When the new Runway 17/35 at Minneapolis-St. Paul International Airport opens, the change in flight patterns will result in significant air traffic at lower altitudes over the Airport South District. Federal and state regulations are in place to ensure the compatibility of land uses with anticipated noise exposure in these areas. Federal Aviation Administration (FAA) requirements to ensure land use compatibility are detailed in regulations known as Part 150 (FAA Part 150, Section A150.101) in which compatible land uses are defined based on yearly day-night average sound levels measured in decibels.

According to Part 150 regulations cited above, parcels experiencing noise levels in the 65-70 decibel day-night noise level (DNL) range (including the west half of the former Met Center site), are suitable for transient lodging and residential uses if the community determines they may be allowed and outside to inside noise level reductions of at least 25 decibels are achieved. Office and retail uses are considered to be compatible with this noise level zone.

Residential and transient lodging land uses are acceptable in the 70–75 decibel DNL range (the Kelley property, the Adjoining Lands, and the east portion of the Met Center property) if outside to inside noise level reductions of 30 decibels are achieved. Office and retail uses in this zone would need to provide a 25-decibel outside to inside noise reduction level to be considered compatible.

The Metropolitan Council delineates “noise exposure zones” in their *Aviation Policy Plan, December 1996* based on predicted noise levels from FAA Part 150 noise analysis. (Note: The *Aviation Policy Plan* is being revised by the Metropolitan Council, and consideration is being given to prohibiting residential uses in areas with noise levels at 70 decibel DNL and above. However, since a new policy plan has not been adopted, the 1996 guidelines are referenced in the following discussion.) Land-Use Compatibility Guidelines in the *Aviation Policy Plan* list uses compatible with the various noise exposure zones. The proposed residential (condominium) areas in the Met Center site fall within noise zone 3, with a yearly day-night noise level (DNL) of 65–70 decibels. The Metropolitan Council finds residential land-uses provisionally acceptable within this noise zone if interior noise attenuation performance standards are met i.e., the buildings must be insulated to provide a maximum interior noise level of 45 decibels (dBA). Office, commercial, retail and services (including transient lodging) proposed as part of the AUAR development scenario are also provisional uses in zone 3, provided a structural performance standard of 50dBA interior sound level is achieved.

The residential development proposed for the Kelley property is in Metropolitan Council’s noise zone 2, with predicted DNL of 70–75 decibels. The Metropolitan Council has the same provisional guidelines for multiplex and apartment residential uses with shared entrances in this noise zone as those established for noise zone 3: i.e., noise attenuation as required to achieve a performance standard of a maximum indoor noise level of 45 decibels (dBA). (Note: Table 7 of the 1996 *Aviation Policy Plan* shows all residential uses in zones 2-4 as inconsistent land uses,

defined as unacceptable even with acoustical treatment and limited outdoor use. However, after consultation with Metropolitan Council staff, it was determined that this is a typographical error, and that multiplex residences in noise exposure zones 2-4 are provisionally acceptable as explained above.) Office, commercial, retail and services (including transient lodging) proposed as part of the AUAR development scenario are also provisional uses in zone 2, provided a structural performance standard of 50dBA maximum interior sound level is achieved.

As noted in comments received on the Draft AUAR document from Metropolitan Council and Metropolitan Airports Commission (MAC) staff (see Appendix E of the AUAR), future development of residential uses on the Kelley property would not likely be consistent with the noise mitigation program developed for the Minneapolis-St. Paul International Airport (MSP) 2010 Plan. As part of its current revision of the MSP Part 150 Noise Compatibility Program, the MAC expects to propose that new residential construction be prohibited inside the 70 DNL noise contour. The City of Bloomington has requested that the MAC remove existing residential development immediately adjacent to the Kelley property for noise compatibility reasons. The City agrees with MAC and the Metropolitan Council staff that residential land use is not desirable in the 70-75 DNL contour area; however, until the reconvened Wold-Chamberlain Field Joint Airport Zoning Board completes its work in recommending land use controls for the MSP Runway 17/35, the City has utilized existing land use and airport noise regulations in assessing the noise impacts and allowable development within the Airport South study area.

3.7.2 Mitigation Measures

Mitigation for airport noise impacts is a two-part process. First, appropriate land uses for areas impacted by airport noise will be determined, based on a review of State and Federal regulations, as described above. Second, State and Federal regulations define noise abatement performance standards for specific land uses, as described above. Developers would be required to provide building construction in compliance with the appropriate performance standards.

3.7.3 Implementation Information

AGENCY RESPONSIBLE FOR REVIEW OF IMPACTS/MITIGATION PLANS

City of Bloomington
Metropolitan Airports Commission
Metropolitan Council

REGULATORY PROGRAMS

Metropolitan Council review of revised City of Bloomington Comprehensive Plan for the Airport South District
City of Bloomington site plan review process
FAA Part 150 regulations (14 CFR Part 150)

TIMEFRAME FOR IMPLEMENTATION OF MITIGATION

Implementation on individual parcels as they are developed

FINANCIALLY RESPONSIBLE PARTY/PARTIES

Individual developers – for implementation of new construction standards that comply with noise abatement standards, if applicable

4.0 FUTURE ENVIRONMENTAL CONCERNS OR IMPACTS NOT ANTICIPATED IN THIS AUAR AND MITIGATION PLAN

This Mitigation Plan identifies potential future impacts and proposed mitigation based on information currently available. However, as development plans progress and more information becomes available or as regulatory requirements change in the future, assessment of environmental impacts and/or appropriate mitigation measures may differ from the assessment included in the AUAR and/or Mitigation Plan. In those instances, the development plans would be reviewed to identify measures to avoid, minimize and mitigate for impacts consistent with the new information, while maintaining the basic intent and process identified in this Plan.

5.0 ACTIONS BEYOND THE SCOPE OF THIS AUAR AND MITIGATION PLAN

The City is responsible for permits/approvals and related mitigation for regulatory issues and impacts under its local jurisdiction (e.g., traffic improvements). Private developers are responsible for obtaining all permits necessary from all governmental agencies having jurisdiction over their development.