

**South Loop District
City of Bloomington**

**Alternative Urban Areawide Review
(AUAR)**

Update Report

May 2012

The *South Loop District Alternative Urban Areawide Review and Mitigation Plan* dated April, 2002 (original AUAR, aka “Airport South AUAR”), was adopted by the Bloomington City Council in August, 2002, through Resolution 2002-104. A subsequent update was adopted by the Bloomington City Council in December 2009, through Resolution 2009-171. This interim AUAR update incorporates those documents by reference.

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

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

SECTION 1 Project title

South Loop District AUAR Update Report

SECTION 2 Proposer

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SECTION 3 RGU

City of Bloomington
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SECTION 4

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

Reason for update per 4410.3610, subpart 7F

SECTION 5

Project location

County **HENNEPIN**

City/Township **City of Bloomington**

Sec. 1,12,13 Twnshp 27N Range 24W

Sec. 5-8 Twnshp 27N Range 23W

Attach each of the following to the EAW:

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

SECTION 6 DESCRIPTION

STUDY AREA – NO CHANGE

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

STUDY APPROACH—NO CHANGE

There is no change from the 2002 Study Approach at this time. The goal of the 2009 update was to extend the timeframe of the AUAR through the year 2014 when new traffic studies will be completed after the South Loop District Plan is formally adopted in Fall 2012. This interim update is intended to incorporate infrastructure projects not anticipated in the 2009 update that are now scheduled for construction. Specifically, the Lindau Corridor Projects, including the lowering of Lindau Lane between 22nd Avenue and 24th Avenue and related storm sewer improvements. Other minor updates regarding the status of various projects are included as well.

AUAR DEVELOPMENT SCENARIO

A summary of development scenario changes since 2002 is provided in Table 1. Redevelopment sites are shown on Figure 3.

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

Site	Existing Land Use	2002 AUAR Development Scenario
Mall of America Phase II (Met Center Site)	3,200 surface parking spaces, 332,704 square feet of retail space with 1,431 constructed parking spaces.	5.6 msf mixed use ⁽¹⁾ <ul style="list-style-type: none"> • 1,600 hotel rooms (includes South Pad hotel) • 3,425,000-square foot retail/entertainment • 600,000-square foot office
Adjoining Lands	1,775 surface parking spaces and a storm water pond	1.0 msf of retail and 7,500 parking spaces
Federal RPZ Block (includes 11 parcels)	Zone A—Runway Protection Zone (RPZ)	No parking, no development—RPZ has been implemented.
Bloomington Central Station (Health Partners Campus)	471,000 square feet of leaseable office space, 263 condominium dwelling units	Bloomington Central Station Transit Oriented Development—Phased Project. (Replaces previous Olnick Project.)
Park 'N Fly 3700/3750 East 80 th Street Ramp	996-stall parking ramp, 1,220 surface parking spaces and a 430,000 square foot structure	750,000-square foot office; 3,000 parking spaces
Proposed LRT Corridor	Rail corridor and stations	Project implemented. Hiawatha LRT is operational with 3-car stations in place and four LRT stations serving the district.
Kelley Property	Agriculture/open space	Original Scenario—650,000-square feet Office and 931 residential units.
Remainder of South Loop District	Existing land uses	Most notable changes include Metropolitan Airports Commission acquisition and removal of the Forest Glen Apartments and single-family residential homes along Long Meadow Circle.

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

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

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

Site	Development Actions since 2002	Date
Federal Runway Protection Zone (RPZ) Block	Project implemented. Previous development removed.	March 2005
Bloomington Central Station (Health Partners Campus)	City approved a mixed use transit oriented development—Bloomington Central Station. <u>Construction of 263-unit Reflections condominium towers completed in 2006.</u> Construction of BCS park completed in 2007 and demolition of three buildings to prepare for future redevelopment.	December 2005
LRT Corridor	LRT – Hiawatha Light Rail Transit line has been constructed and is operational. Included are four stations serving South Loop.	December 2004
Kelley Property	Development plan proposed (650,000 square feet and 931 residential units) was not approved by the City; plan was in conflict with the MSP 2004 Airport Zoning Code. However, proposed development plan was used for traffic analyses.	July 2004
Forest Glen Apartments	MAC purchased since the noise impacts from the new north-south runway 17-3 were greater than FAA requirements for residential properties. <u>Buildings removed in 2006.</u>	2005-2006
Long Meadow Circle	Single-family residential properties purchased by MAC since the noise impacts from the new north-south runway 17-3 were greater than FAA requirements for residential properties. <u>Houses removed in 2006.</u>	2005-2006
East Old Shakopee Road	Single-family residential properties purchased by MAC since the noise impacts from the new north-south runway 17-3 were greater than FAA requirements for residential properties. <u>Houses removed in 2006.</u>	2005-2006

STAGING AND SCHEDULE

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

INFRASTRUCTURE

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

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

Transportation

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

- Bloomington Central Station Traffic Study (10/2004);
- Mall of America Traffic Study, Phase II (9/2006);
- South Loop Roadway Infrastructure Improvements Study (1/2007);
- Mall of America Way-Finding, Concept of Operations (2/2007);
- I-494 and TH-77 Corridor Forecasting and Concept Development Study (6/2008);
- South Loop District Plan – Traffic Analysis (7/2009);
- Mall of America Phase II Traffic Study – Renaissance Hotel (11/2007); and

Revisions and updates will be made to these studies as deemed necessary after the South Loop District Plan is adopted. Corresponding revisions to the transportation section of the AUAR will be included with the 2014 AUAR update.

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

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

Roadway	Result of Project
Lindau Lane from TH 77 to 24 th Ave	<ul style="list-style-type: none"> ○ Increased throughput, traffic handling capacity, and safety. This was accomplished by providing additional through lanes, adding auxiliary lanes, improving signal operation, and providing additional sidewalks/bikeways for the non-motorized traveling public. Improvements to the storm sewer were also completed along with the project.
American Blvd (formally 79 th St) from TH 77 to 24 th Ave	<ul style="list-style-type: none"> ○ Realignment and upgrade. ○ Align E 79th St to the west with E 80th St to the east, meeting at 24th Ave further south of the 494 corridor improving safety and operation at the 24th/494 interchange.
Killebrew Drive from TH 77 to 24 th Ave	<ul style="list-style-type: none"> ○ Added left turn capacity thus improving safety and thru-lane operation of Killebrew Drive.
East Old Shakopee Road at 28 th Ave	<ul style="list-style-type: none"> ○ Increased throughput traffic handling capacity, and safety by adding turn lane capacity for eastbound to northbound left turns and southbound to westbound right turns. Improvements to existing underground utilities were also completed along with the project.
Hiawatha Light Rail Transit	<ul style="list-style-type: none"> ○ Completed in 2004. ○ Runs from downtown Minneapolis, through the Minneapolis/St. Paul International Airport, to the Mall of America. ○ <u>Includes four stations in South Loop.</u>
<u>Regional/Freeway Wayfinding</u>	<ul style="list-style-type: none"> ○ <u>Completed in 2011.</u> ○ <u>Installed hybrid static/dynamic wayfinding signs on freeways adjacent to the South Loop District.</u> ○ <u>Dynamic exit numbers/road names guide traffic in real-time to underutilized and less congested entrances to the District.</u> ○ <u>Increases traffic handling capacity of existing roadways by directing motorists to underutilized roadways during peak traffic periods.</u>

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

	Location		Scheduled to be Completed by:	Lead Agency	Status ⁽⁴⁾
No.	Regional System Improvements⁽¹⁾⁽³⁾				
1	Longfellow Ave	Reconstruct	2002	MAC	Complete 2002
2	66 th Street	Reconstruct interchange	2003	MAC	Complete 2007
3	24 th Ave	Modify westbound ramp to northbound free right	2002	MAC/ Mn/DOT	Delayed
4	79 th /80 th Street (now American Blvd)	Construct bridge at I-35W	2003	Bloomington	Complete 2005
5	Lyndale Ave	Reconstruct interchange	2005	Richfield	Complete 2009
6	34 th Ave to Mall of America	Hiawatha LRT	2004	Mn/DOT	Complete 2009
7	I-494/34 th Ave north-side off-ramps	Provide up to five lanes at ramp, as needed (dual left-turn, two through, one right-turn lane)	2006	MAC/ Mn/DOT	<u>DDI Proposed – See #16</u>
8	I-494/34 th Ave south-side off-ramps	Provide up to four lanes at ramp, as needed (dual left-turn, left/through shared lane, right-turn lane)	2006	Mn/DOT/ Bloomington	<u>DDI Proposed – See #16</u>
9	East 79 th Street (now American Blvd) - TH 77 to 24 th Ave	Reconstruct/realignment/geometric improvements	2003	Bloomington	Complete 2003

	Location		Scheduled to be Completed by:	Lead Agency	Status ⁽⁴⁾
No.	Local System Improvements⁽²⁾				
10	East Old Shakopee Road/ 28 th Ave	Improve intersection	2006	Bloomington	Complete 2008

11	24 th Ave/ Lindau Lane	Modify Lindau Lane/TH 77 to 24 th Ave	2006	Bloomington	Completed 2004
12	24 th Ave Operation Upgrade	I-494 to Lindau Lane (geometrics)	2006	Hennepin Co./ Bloomington/ Mn/DOT	Scheduled 2012
13	24 th Ave ITS Information Signage	I-494 to 86 th Street	2006	Hennepin Co./ Bloomington/ Mn/DOT	Scheduled <u>2014</u>
14	80 th Street Upgrade (now American Blvd) - Road from 32 nd to 24 th Ave	Upgrade of 80 th Street between 24 th and 34 th Aves to provide five approach and three departing lanes at critical intersections	2006	Bloomington	Modified Scope

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

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

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

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

TABLE 2A: SUMMARY OF ADDITIONAL PLANNED/PROGRAMMED ROADWAY IMPROVEMENTS FOR 2012 UPDATE

	Location		Scheduled to be Completed by:	Lead Agency	Status ⁽⁴⁾
No.	Regional System Improvements⁽¹⁾⁽³⁾				
15	I-494/34 th Ave	Diverging Diamond Interchange	2014	MAC/ MnDOT/ Bloomington	Scheduled 2013

	Location		Scheduled to be Completed by:	Lead Agency	Status ⁽⁴⁾
No.	Local System Improvements				
16	Local Roadway Wayfinding	Provide real-time guidance to vehicular traffic in finding destinations within District	2015	Bloomington	Scheduled 2014
17	Lindau Lane Lowering	Reconstruct	2015	Bloomington	Scheduled 2013
18	TH 77 to Lindau	Modify barrier along Lindau to improve safety	2015	Bloomington	Scheduled 2014

	Safety Imp.				
19	Lindau Lane Extension	Extend Lindau Lane from 24 th Ave to 30 th Ave	2015	Bloomington	Scheduled 2013
20	30 th Avenue	Build 30 th Ave from American Blvd to Old Shakopee Road	2016	Bloomington	Scheduled 2014
21	American Blvd/24 th Ave	Extend southbound left turn lane; extend westbound left turn lane; construct additional westbound right turn lanes (triple rights); construct additional eastbound right turn lanes (dual rights)	2017	Bloomington/ Hennepin Co.	Scheduled 2016
22	24 th Ave/ 82 nd Street	Convert right turn/thru-lane into dual right turn lanes	2017	Bloomington/ Hennepin Co.	Scheduled 2016

Sanitary Sewer

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

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

A short segment of the sewer main in 28th Ave (north of E Old Shakopee Rd) that was in need of capacity improvements was upgraded in 2010- 2011. The sanitary sewer system will need to be extended south to serve future development on the property south of East Old Shakopee Road.

Modeling conducted by the City's consultant, in 2007, has been updated annually indicating additional system upgrades throughout the South Loop District will be need due to forecast development for years 2030 and 2050. These additional upgrades will not be needed within the predicted development for the 2015 time frame.

Surface Water Resources

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

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

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

Surface Water Pollutant Load Assessment

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

- Infiltration requirements for new development/redevelopment (Nine Mile Creek Watershed only);
- Completion of a natural resources inventory;
- Water quantity/quality modeling updates;
- Gully inventory (Minnesota River Bluff); and
- Regional infiltration.

Watershed District Activities

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

- Richfield Bloomington Watershed Management Organization has updated their Watershed Management Plan and now has a policy that encourages low impact development (LID) and enhanced infiltration practices to limit total suspended solids, surface water runoff volume, and phosphorus to 1988 levels.
- In 2011, the Lower Minnesota River Watershed District adopted their third generation watershed management plan (2011-2020).

Stormwater Management Projects and Activities Since 2002

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

- Pond C Improvement

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

- American Blvd East (formerly 80th Street) Outfall

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

South Loop Drainage and Water Quality Modeling Update

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

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

Appendix A includes the 2008 South Loop Drainage District modeling results. [Note: this was included with the 2009 AUAR Update]

SECTION 7 PROJECT MAGNITUDE DATA

There are no changes from 2002 South Loop AUAR.

SECTION 8 PERMITS AND APPROVALS REQUIRED

There are no changes from 2002 South Loop AUAR regarding permits and approvals.

The infrastructure projects highlighted in this 2012 update do involve public financing. The City of Bloomington signed a grant agreement with the State of Minnesota to fund the \$49 million Lindau Corridor Project. The project improves driver safety, extends a key road corridor through the South Loop District that will accelerate development at the Mall of American and Bloomington Central Station, and upgrades the storm sewer infrastructure.

Under the terms of the grant agreement, the State will reimburse \$15.45 million of the project costs, with the balance of \$33.55 million coming from City local liquor and lodging taxes (\$11.55 million) and property tax increment generated by the Mall of America (\$22 million).

SECTION 9 LAND USE

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

Airport Zoning Regulations

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

Key elements of the 2004 MSP Zoning Ordinance include:

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

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

There are two City overlay zoning districts in South Loop: AR-17 and AR-22. These overlay districts correspond to the safety zones for MSP Runway 4-22 that is south and

west of the I-494 and TH 77 interchange. The overlay districts also affect the new north-south MSP Runway 17-35 in South Loop.

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

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

SECTION 10 COVER TYPES

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

SECTION 11 FISH, WILDLIFE & ECOLOGICALLY SENSITIVE RESOURCES

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

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

SECTION 12 PHYSICAL IMPACTS ON WATER RESOURCES

There are no changes from the 2002 South Loop AUAR.

SECTION 13 WATER USE

There are no changes from the 2002 South Loop AUAR.

SECTION 14 WATER-RELATED LAND USE MANAGEMENT DISTRICT

There are no changes from the 2002 South Loop AUAR.

SECTION 15 WATER SURFACE USE

There are no changes from the 2002 South Loop AUAR.

SECTION 16 EROSION AND SEDIMENTATION

There are no changes from the 2002 South Loop AUAR.

SECTION 17 WATER QUALITY: SURFACE WATER RUNOFF

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

2002 XP-SWMM Quantity Modeling Results

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

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

2002 P-8 Water Quality Modeling Results

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

2002 AUAR Water quality modeling results indicated the following:

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

2009 Regional Water Quality Ponding Status

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

The 2002 AUAR, also, addressed pollutant overloading from accidental spills from commercial and industrial properties within the South Loop District. City staff continues to work with commercial/industrial property owners on site-specific spill prevention plans when required by NPDES and MPCA permitting. In addition, the City's SWPPP specifically addressed illicit discharges to the storm sewer system and has implemented a number of BMP's accordingly.

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

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

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

2002 Issues Assessment

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

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

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

recommendations adopted via the South Loop District Plan will be included in the 2014 AUAR update.

SECTION 18 WATER QUALITY: SANITARY WASTEWATER

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

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

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

SECTION 19 GEOLOGIC HAZARDS AND SOIL CONDITIONS

(Subsection A) Existing and Past Conditions

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

(Subsection B) Soil

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

SECTION 20 SOLID WASTES, HAZARDOUS WASTES, STORAGE TANKS

(Subsection A) Solid or Hazardous Wastes

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

(Subsection B) Toxic or Hazardous Materials

No response is required for an AUAR.

(Subsection C) Above or Below Ground Storage Tanks

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

SECTION 21 TRAFFIC

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

- Bloomington Central Station Traffic Study (10/2004);
- Mall of America Traffic Study, Phase II (9/2006) – Appendix B;
- South Loop Roadway Infrastructure Improvements Study (1/2007) – Appendix E;
- Mall of America Way-Finding, Concept of Operations (2/2007) – Appendix D;
- I-494 and TH-77 Corridor Forecasting and Concept Development Study (6/2008) – Appendix F-1 and F-2; and
- South Loop District Plan – Traffic Analysis (7/2009) – Appendix G.
- Mall of America Phase II Traffic Study – Renaissance Hotel (11/2007) – Appendix H;

Mall of America Traffic Study Phase II: This study began as a traffic assessment of the revised 5.6 million square foot MOA Phase II expansion and was expanded to include all of South Loop. The result of the study was to allow for improvements that are interrelated, and were based on previously completed studies. Beyond the MOA Phase II development, City staff projected anticipated development within South Loop out to 2030. Two development years were analyzed: 2012 and 2030. Building upon the initial MOA Phase II study, in 2007 a traffic study was completed to evaluate the traffic impacts at key intersections resulting from the proposed Renaissance Hotel [now Radisson Blu] development located on the southside of the existing MOA site.

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

Mall of America Wayfinding, Concept of Operations: Certain roadways in South Loop are congested during the Mall of America's peak travel days, while others are underutilized. Electronic wayfinding signage can be used to distribute traffic equally among the available routes. A concept of operations for implementing electronic signs to accomplish this was completed in February of 2007. The concept includes three components: (1) regional/freeway wayfinding, (2) local road wayfinding, and (3) MOA on-site. The regional wayfinding component on I-494, TH 77 and TH 5 was installed and made operational in 2011 in a joint effort by the City, Mn/DOT, and MOA.

I-494 and TH-77 Corridor Forecasting and Concept Development Study: In conjunction with Mn/DOT, MAC, Richfield, and Edina, a study of the growth impacts to I-494 and TH 77 was commissioned in 2007 and completed in 2008. The study had a more regional rather than local approach. Land use projections were further analyzed resulting in modified estimates in the total amount of new development. Bloomington's and MAC's major focus was on the 34th Ave and I-494 interchange area. This is a complex area, due to LRT alignment and operations, in which future improvements are needed to

accommodate future airport expansion and South Loop development. The report included six design concepts for the interchange. In 2010/11 under the MSP Area Roadway Improvements Project, additional interchange concepts were evaluated. A diverging diamond interchange was ultimately recommended for the 34th Ave and I-494 location.

Transportation System Improvement Projects

The following changes to the transportation system have been completed:

- Lindau Lane from TH 77 to 24th Ave
 - Increased capacity
- American Blvd (formerly 79th St) from TH 77 to 24th Ave
 - Realignment and upgrade
 - Align 79th Street to the West with 80th Street to the east (now American Blvd), meeting at 24th Ave
- Killebrew Drive from TH 77 to 24th Ave
 - Added left turn lane capacity
- East Old Shakopee Rd at 28th Ave
 - Increased capacity
- Light Rail Transit
 - Completed in 2004 and 2009
 - Runs from downtown Minneapolis, through the Minneapolis/Saint Paul International Airport to the Mall of America
 - Including four stations in South Loop currently
- Regional Wayfinding

A comprehensive revision of this section, incorporating updated traffic studies/analyses will be prepared with the 2014 AUAR update.

SECTION 22 VEHICLE-RELATED AIR EMISSIONS

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

SECTION 23 STATIONARY SOURCE AIR EMISSIONS

No response is required for an AUAR.

SECTION 24 ODORS, NOISE AND DUST.

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

SECTION 25 NEARBY RESOURCES

(Subsection A) Archaeological, Historical or Architectural Resources

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

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

(Subsection B) Prime/Unique Farmland or Agricultural Preserve Land
There are no changes from the 2002 South Loop AUAR.

(Subsection C) Designated Parks, Recreation Areas or Trails

The Bloomington Central Station (BCS) project includes a two-acre Central Station Park that was constructed in 2007. The park is located north of the Hiawatha LRT Bloomington Central Station. The park is designed to allow for a range of passive and limited-active recreation opportunities. The park will play an important urban design role as a major green space framed by proposed future buildings and the BCS LRT Station.

The South Loop District proposes several new parks that were not in the original 2002 AUAR. The largest new park is located southeast of the intersection of East Old Shakopee Road/Killebrew Drive and 24th Avenue. It will abut the existing Forest Glen Park, which encompasses a steep, wooded ravine and stream. Creation of the new park will involve consolidation of four separate parcels currently owned by the Metropolitan Airports Commission (MAC). The park will cover about one acre and will be designed with limited picnic facilities, a small parking lot, a trailhead, and a natural surface trail through the ravine and Forest Glen Park, leading into the MVNWR. A public park/plaza is proposed at the intersection of 24th Avenue and Lindau Lane. This will be constructed with the Lindau Link project in 2013-14. Smaller parks are proposed to be constructed in conjunction with future development throughout the South Loop District to provide green space amenities and playgrounds close to new residential development.

(Subsection D) Scenic views and vistas
There are no changes from the 2002 South Loop AUAR.

SECTION 26 VISUAL IMPACTS

There are no changes from the 2002 South Loop AUAR.

SECTION 27 COMPATIBILITY WITH PLANS & LAND USE REGULATIONS

The 2009 AUAR revised development scenario presents a comprehensive view of the anticipated major commercial and mixed-use development in the South Loop area through the year 2014. The proposed intensity of development is based on both existing and new land use designations and zoning controls. This development scenario is also consistent with the requirements for AUAR land uses as defined in Minnesota Rules 4410.3610, Subpart 3.

The current land use designations and zoning controls were updated with the City's Comprehensive Plan update in 2000. The South Loop District Plan proposes creation of two new land use designations and corresponding zoning districts that reflect the proposed development intensity. The area is also affected by the Federal Runway Protection Zone (RPZ) and State transition safety zones for the new Minneapolis/Saint Paul International Airport north-south runway. The land use restrictions for the RPZ and transition zones are described in Section 9 of this AUAR update.

SECTION 28 IMPACT ON INFRASTRUCTURE AND PUBLIC SERVICES

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

SECTION 29 CUMULATIVE POTENTIAL EFFECTS

There are no changes from the 2002 South Loop AUAR.

SECTION 30 OTHER POTENTIAL ENVIRONMENTAL IMPACTS

There are no significant changes from the 2002 South Loop AUAR.

Planned construction projects not included in the original AUAR include the lowering of Lindau Lane and new associated storm sewer infrastructure. Mitigation measures to avoid or minimize environmental impacts associated with construction will consist of typical best management practices associated with construction activity. Specifically, erosion control and surface water management including development of a Storm Water Pollution Prevention Plan (SWPPP) for projects disturbing more than one acre. The SWPPP includes detailed best management practices and specifications that are incorporated with the project to ensure surface water quality is not impacted. Additionally, provisions that address the potential need for dewatering associated with the Lindau Lane project will include shallow well-point dewatering systems designed to discharge clean water that is free of sediment. A Minnesota Department of Natural Resources Appropriation Permit is required for discharges in excess of 10,000 gallons per day and tracking of discharges by use of a flow meter or other timing device will be required if a DNR permit is obtained. No adverse impacts to the environment are

expected as a result of general construction activities including dewatering associated with these projects.

SECTION 31 SUMMARY OF ISSUES

There are no changes from the 2002 South Loop AUAR.

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

I hereby certify that:

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

Signature _____ Date _____

Title _____

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