

**Study Meeting #33**  
**Monday, October 24, 2005, 7:00 p.m.**  
**Bloomington Civic Plaza**  
**1800 West Old Shakopee Road**  
**Bloomington, Minnesota 55431-3027**

**Call to Order**

Mayor Gene Winstead called the meeting to order at 7:03 p.m.

**Roll Call**

*Present:* Mayor Winstead, Councilmembers D. Abrams, S. Elkins, A. Grady, S. Peterson, and V. Wilcox.

*Absent:* H. Harden.

*Guest:* Council Candidate (District 2) Rod Axtell

**Approved Relocation Benefits**  
**ITEM 3.1**

Motion was made by Elkins, seconded by Abrams, and all voting aye, to approve the payment of relocation benefits in the amount of \$17,254.76 to ImageTech Services, the former tenant at 1000 American Boulevard (property recently purchased by the City for the Ring Route improvements). The proposed payment includes costs of electrical connections for equipment, search expenses, replacement of stationery, waste disposal, and costs related to phone and alarm equipment.

**STUDY ITEM #1**  
**American Boulevard/  
Dupont Avenue  
Drainage Study  
Fremont Avenue  
Traffic Calming**

Shelly Pederson, City Engineer, explained that since the Council's August 22 study meeting discussion regarding the drainage issues in the Northeast Penn Avenue Drainage Area relating to water quantity and water quality, staff has developed some options for Council's review. She stated that twelve options were developed but that the focus will be on five of those options that show various methods of dealing with the drainage issues both in the short-term and long-term. Included with those options are traffic management options for the Fremont and 80½ Street area. She explained that the range of options are estimated to cost between \$1.2 million to \$7.4 million. The Storm Utility Budget has budgeted \$1.6 million over a two-year budget cycle (2005/2006) to address the stormwater solutions. The street improvements range in cost from \$60,000 to \$2.2 million and no funds are currently budgeted for this work. As these streets are not State Aid streets, they are not eligible for State Aid funding.

Scott Anderson, Storm Drainage Engineer, provided details relating to the storm drainage issues in the area. Using a map, he indicated the location of the Northeast Penn Avenue Drainage Study Area and specifically the drainage facilities located in the northeast corner that eventually drain into Upper Penn Lake. He stated there are two short-term stormwater quantity issues and a long-term stormwater quality issue to review. He stated the five options to be presented are the feasible locations that provide the most benefit in reducing the short-term ponding levels and the number of locations that this occurs and increasing stormwater treatment and pollutant removals throughout the watershed. Maintenance is another factor to consider to ensure the City can easily and effectively maintain operation of the system along with cost. He proceeded to describe each of the five alternatives as follows:

Alternative #1: Construction of a small pond at 1101 West 80<sup>th</sup> Street with a connection to the private system serving GN Resound and expansion of the existing pond located at 8105 Bloomington Freeway combined with additional long-term ponding constructed at 8051 Bloomington Freeway. The traffic improvements associated with this alternative were described.

Alternative #5: Construction of a pond at the three most northerly residential parcels between Fremont Avenue and Emerson Avenue and expansion of the existing pond located at 8105 Bloomington Freeway. The traffic improvements associated with this alternative were described.

**STUDY ITEM #1  
Continued**

Alternative #7: Construction of two new ponds and expansion of the existing pond located at 8105 Bloomington Freeway. One of the new ponds would be located at the four most westerly residential parcels on the north side of West 80½ Street at approximately Emerson Avenue and one located on the south side of West 80½ Street at the three most northerly residential parcels between Fremont Avenue and Emerson Avenue extending into existing street right-of-way on the east and west as well as the two most northerly parcels between Emerson Avenue and Dupont Avenue. The traffic improvements associated with this alternative were described.

Alternative #10: Construction of a small pond at the four most westerly residential parcels on West 80½ Street at approximately Emerson Avenue extending west into a small portion of the existing GN Resound property and expansion of the existing pond located at 8105 Bloomington Freeway. The traffic improvements associated with this alternative were described.

Alternative #12: Construction of a small pond at 1101 West 80<sup>th</sup> Street with a connection to the private system serving GN Resound combined with an expansion of the existing pond located at 8105 Bloomington Freeway. The traffic improvements associated with this alternative were described.

Anderson summarized by stating that the 2005/2006 Stormwater Utility has some funds programmed to address this area, however, many of the alternatives presented far exceed what has been budgeted. Therefore, Public Works is recommended that Alternative #12 be implemented to address the immediate water quantity needs in the area and it would also provide some water quality treatment to the stormwater in the area. This option would require further study to address water quantity and quality issues in the northeast Penn Avenue area in the future. Adequate funds have been budgeted in the Stormwater Utility to fund Alternative #12 and it does address some local property access and traffic concerns. He proceeded to describe what other future stormwater improvements would still need to be made if one of the other alternatives was selected.

Winstead inquired if there was a way to expedite the traffic improvements prior to the work that needs to be done for the ponding issues.

Anderson replied that Alternative #12 would address both the street improvements and the stormwater issues in a relatively expedient fashion. It was stated that as with the stormwater solutions, it would most likely take about a year to implement the traffic improvements especially if there was right-of-way acquisition required. It would all depend on the number of properties involved in the acquisition process depending on which alternative was selected.

City Manager Mark Bernhardson stated that a key to improving the traffic situation to the south of GN Resound is the northeast access to and from GN Resound. He added that a future concern to consider is that when 35W is widened and the frontage road is eliminated, alternative access will need to be provided to the old Seagate building and the apartment building.

Grady suggested taking staff recommended Alternative #12 but put a traffic diverter at the northern end of Fremont Avenue at 80½ Street, similar to Alternative #1 without the long-term ponding solution.

Winstead stated he supports Alternative #1 without the long-term ponding element, which is what causes the cost to increase.

Elkins stated that the Minnesota Department of Transportation (MnDOT) hasn't modeled their stormwater needs for when the I-35W/I-494 interchange gets reconstructed, but as it will have an effect on the stormwater situation in the area, MnDOT might be required to participate in the funding for a future pond.

Grady inquired if the northeast gate/driveway easement that is owned by GN Resound could be open all the time to be used as a full-time entrance/exit to GN Resound.

Staff replied that there are legal issues involved with that easement that would still need to be worked out. It was explained that while a diverter in Alternative #1 blocks off the traffic from Fremont, the traffic from the Seagate building and those living in the apartment building would have to go up and around the frontage road.

**STUDY ITEM #1  
continued**

Winstead liked Alternative #1 without the long-term ponding implication for now.

Peterson also preferred Alternative #1.

Bernhardson presented another alternative combining Alternative #5 for the traffic improvements and Alternative #12 for the ponding into Alternative #5A, which would add a long-term access for the multi-residential out onto Fremont when the frontage road gets cut off and puts the ponding with the access up on the 1101 West 80<sup>th</sup> Street property.

Charles Honchell, Public Works Director, stated that Alternative #5A would be feasible and that its associated costs would be provided to Council. When asked about the best long-term ponding solution to go with Alternative #5A, staff replied that acquiring the property at 1101 West 80<sup>th</sup> Street would be better than acquiring the residential properties at the northerly end of Fremont Avenue. It was stated that MnDOT still needs to review their needs for the interchange area. It is possible that the City could tie into a larger pipe if they ran it close enough to where the City needs it, which would greatly reduce the cost to the City. Honchell stated it would be his recommendation to do what needs to be done temporarily on the storm drainage and that the City could look at some of these other options further once MnDOT decides what it's going to do regarding stormwater.

Grady suggested staff present the narrowed down alternatives with the neighborhood, GN Resound, the Seagate building owner, and the multiple-residential building owner and provide cost analyses for each alternative before Council makes a final decision. Review Alternatives #1, #5A and #12.

Honchell stated that staff could make the modifications and hold the meetings with the involved parties for a report and further discussion by the Council at their November 28 study meeting.

Grady suggested that a letter be sent to the President of GN Resound to inform him that the frontage will be open two-way in a few weeks so that he can inform his employees of this new option.

Council consensus was to have staff refine and cost Alternatives #1, #5A and #12, notify the neighborhood, take it to the Traffic & Transportation Advisory Commission for a public hearing, and bring it back to Council at the November 28 study meeting.

**STUDY ITEM #2  
West 84<sup>th</sup> Street and  
Bush Lake Road  
Intersection Analysis**

Staff recommended that this item be postponed to the November 28 Council study meeting, as they are still waiting for additional information from the consultant.

Regarding the subject of a study relating to a closure of Highwood Drive, Peterson inquired if staff could provide Council with how Veness would be affected long-term.

**STUDY ITEM #3  
Strategic Planning**

Mayor Winstead stated that it's been ten years since the Council received a presentation on the Carver Governance Model and that it is probably time to do that again given the current makeup of the Council and the timing of the strategic planning process.

Clark Arneson, Assistant City Manager, reviewed the steps involved in the Strategic Planning process and in what areas the Council discussion will focus going forward. He described the components that would be used to gather public input as well as input from Bloomington's community partners. The entire process is proposed to take between 12-18 months with the formal process kicking off in January with the new Council members and with the eventual assistance of a consultant to assist City staff and the City Council once the groundwork has been laid out.

Council proceeded to group the elements of their mission and vision for the City going forward into Non-Strategic and Strategic categories and designated a timeframe for when they could be realistically achieved:

➤ Community Renewal

1. Airport South – MOA III & Adjoining Lands (Strategic, 5-10 yrs.), MOA II (Non-Strategic, whenever it happens), BCS (Non-Strategic 5 yrs.), BCS 28<sup>th</sup> Ave. Deck (Non-Strategic, 2007-08), Runway Impacts – Long Meadow Circle (Non-Strategic, 2005-06), Metro Office Park (Non-Strategic, 2007-08), 34th Ave. Station (Non-Strategic, 2006-08), Kelley Site (Strategic, 5-10 yrs.), Cedar Bluff/East & South of Killebrew (Strategic, 5-10 yrs.), and Cypress (Non-Strategic, 2007-08).

**STUDY ITEM #3  
continued**

2. Old Shakopee Road – Corridor Study (Strategic, 5 yrs.), Old Shakopee Nodes (Strategic, 5 yrs.), Multiple Housing Age (Strategic, 5 yrs.), Old Town Hall (Non-Strategic, 2005-06), Penn/94<sup>th</sup> and Old Shakopee Road to Freeway (combine with Old Shakopee Nodes).
  3. American Boulevard – Southtown Area: Penn to 35W (Strategic, 5 yrs.), Fremont/Ponding (Non-Strategic, 2005-06), Toro Headquarters (Market Driven), John Deere (Market Driven), Lyndale/American Boulevard (Non-Strategic, 2006-08), Nicollet/American Boulevard (Strategic, 5-10 yrs.), Portland (Strategic, 5-10 yrs.), and 12<sup>th</sup> Avenue/American Boulevard (Strategic, 5-10 yrs.).
  4. France/Normandale/494 – Duke Weeks (Non-Strategic, Market Driven), Jostens (Non-Strategic, Market Driven), Stanley Avenue/Hyland Bank/Lifetime Fitness (Strategic, Beyond), Former Seagate (Non-Strategic, Market Driven), France to Normandale: North of 494 (Strategic, Beyond), South of 494 (Non-Strategic, Market Driven), and Edina Redevelopment: Lyndale to T.H. 77 (Work with Adjoining Communities, 2007-08).
  5. Other – Pillsbury (Strategic, 5-10 yrs.), Obsolete Residential (Strategic Policy Issue, 5 yrs.), Community Enhancement Program (Strategic, 5 yrs.), and Normandale Village/Lohmann’s Village (Non-Strategic, Market Driven), 98<sup>th</sup> & Oxboro (Strategic, 5 yrs.), East Side Grocery Stores (Strategic, 5 yrs.), Xcel Transmission Line Relocation (Strategic, 5 yrs.), High Density Mixed Use Zoning (Non-Strategic, 2007-08), Comprehensive Plan Update (Non-Strategic, 2007-08), Zoning Code Update (Non-Strategic, 2007-08), Neighborhood Mixed Use Zoning (Non-Strategic, 2005-06), Height/Side Setback Approach-Residential (Strategic, 5 yrs.), Forestry Policy (Strategic, 5 yrs.), Tree Removal Ordinance (Strategic, 5 yrs.), Manufactured Park Regulations (Strategic, 5 yrs.), Manufactured Home Parks (Non-Strategic, Market Driven), and Streetscape (Strategic, 5 yrs.).
  6. Lyndale Avenue – 84<sup>th</sup> Street (Non-Strategic, 2005-06), 90<sup>th</sup> Street (Strategic, 5-10 yrs.), 94<sup>th</sup> Street (Strategic, 5-10 yrs.), South of 100<sup>th</sup> Street to 106<sup>th</sup> Street (Strategic, 5-10 yrs.), and Surmodics Redevelopment (Non-Strategic, 2005-06).
  7. Quality of Life – Police (Non-Strategic, Ongoing), Fire (Strategic, 5 yrs.), Affordable Housing for New Residents (Strategic, 5 yrs.), Move Out Housing Options for Residents (Empty Nester Housing), Maintain Public Service: Maintenance of City Facilities, Parks and Public Health/Social Services, Jobs of Future/Living Wage Jobs (Strategic, 5 yrs.) and Public Education.
  8. City Approach to – Economic Development/Redevelopment and Biotechnical (Strategic, 5 yrs.), Age of Rental Properties, Wireless/Broadband Access to the House (5 yrs.), Stormwater Quality – Regional Ponding (Strategic, 5 yrs.), Undergrounding of Electric Related to Redevelopment (Non-Strategic, 2005-06 & 2007-08 & Beyond), Green/Sustainable Development - (Strategic, 5 yrs.).
- Transportation
1. General Projects – Traffic Management: Traffic Calming Policy Review (Non-Strategic, 2005-06), Synchronization/Interconnect (Strategic, 5 yrs.), Rotary (Strategic, 5 yrs.), Rotary (Strategic, 5 yrs.), 90<sup>th</sup> & Nicollet (Non-Strategic, 2005-06), Normandale from 94<sup>th</sup> Street to Poplar Bridge (Non-Strategic, 2005-06), Pavement Management Program (PMP) (Strategic, 5 yrs.), Streetscape/Trees in Boulevard, American Boulevard from East of 24<sup>th</sup> Avenue to 34<sup>th</sup> Avenue (Non-Strategic, 5-10 yrs.) and West of France to Normandale (Strategic, Beyond), Bike Plan/Implementation (Strategic, 5 yrs.), Old Cedar Crossing (Strategic, 5 yrs.), Xcel Corridor (Strategic 5 yrs.), and Pedestrian Friendly/Walking Community/Sidewalk Snow Removal/Operating Cost (Strategic 5 yrs.).

**STUDY ITEM #3  
continued**

2. I-494 – 169 Interchange (2015+) (Non-Strategic, 2005 through Beyond), 100 Interchange (Strategic, 5-10 yrs.), 35W (82<sup>nd</sup> – 98<sup>th</sup>) (Non-Strategic, Beyond), 35W/494 Interchange (Strategic, 5-10 yrs.), France Avenue Bridge (Strategic, Beyond), Lyndale Bridge (Non-Strategic, 2007), Portland (Strategic, Beyond), 34<sup>th</sup> Bridge/LRT Issues (Strategic, 5 yrs.), 24<sup>th</sup> Avenue Capacity/MOA Freeway Access (Strategic, 5 yrs.), 35W Additional Lane Capacity (Strategic, Beyond), Nord Bridge (Strategic, 5-10 yrs.), 35W BRT (Strategic, 5-10 yrs.), and 98<sup>th</sup> Street Park & Ride (Non-Strategic, 2007-08).
  3. Transit – Cedar BRT (Non-Strategic, 2005-06 to Beyond), Transit Corridors: American Boulevard and Old Shakopee Road (Strategic, 5-10 yrs.), 169/BRT (Strategic, Beyond), Commuter Rail (Strategic, Beyond), Lake Normandale Office Park Transit Hub (Strategic, 5 yrs.), and People Mover Options (Strategic, Beyond).
  4. Airport – Part 150 (Non-Strategic, 2005-06), 17/35 (Non-Strategic, 2005-06), and Future Development at Airport and Location of MSP (Non-Strategic, Market Driven).
  5. Other – Aquaport/Lyndale Boat Landing (Strategic, Beyond) and Master Street Design Review (Strategic, 5 yrs.).
- Human & Community Services
1. Community Facilities - Dwan Expansion (Strategic, Beyond), Community Service Center – Creekside (Strategic, 5-10 yrs.), Park Land Acquisition (Strategic, 2005-06), Connection to MN River – Paved Trail/Citizen Access (Strategic, 5 yrs.), Soccer Stadium/Fields – Park Investment (Non-Strategic, 2005-06, Lacrosse Fields (Non-Strategic, 2005-06), and Delete Walking Paths vs. Fields, Animal Control (Non-Strategic, Market Driven).
  2. Human Community – Schools – City/School District Interface (Strategic, 5 yrs.), Translation Services for Immigrants (Non-Strategic, 2005-06), Daycare/School and Enhanced Transportation Services not designated at this time, and 150<sup>th</sup> Birthday Community Celebration (Non-Strategic, 2005-08).
  3. Community Building – Tie in Bloomington Central Station (Strategic, 5 yrs.), Farmers Market/Art Market (Non-Strategic, 2007-08), and Public Art (Strategic, 5 yrs.).
  4. Grady suggested adding a Bloomington Downtown under Community Renewal (Strategic, Beyond) and Community Events and Festivals (Strategic, 5 yrs.).
  5. City Services – Motor Vehicle and Public Health (Non-Strategic, Beyond), Emergency Management Plan Enhancement (Non-Strategic, 2005-06), Community Restoration Plan Related to Emergency (Ongoing), and Housing/Building Quality Standards.
- Grady suggested adding Historic Preservation (Strategic, 5-10 yrs.), City Commission Evaluations (Strategic, 5 yrs.), Relationship Between City/Chamber/Business Link (Strategic, 5 yrs.).
- Elkins suggested adding Walkable Communities/Public Health, which will be included under transportation.
- Axtell suggested adding a Staff Succession Plan (Non-Strategic, Market Driven).

**STUDY ITEM #4  
Zoning Ordinance  
Update**

Due to the lateness of the hour, Council postponed this item. Council was reminded about the meeting to canvass the General Election at 6:30 p.m. on November 14.

**Adjourn Meeting**

Mayor Winstead adjourned the meeting at 10:48 p.m.

Barbara Clawson  
Council Secretary