

For year 2009, the intersection of Old Shakopee Road/28th Avenue will experience an average delay of approximately two minutes per vehicle during the a.m. peak hour. The west approach has a delay of approximately two minutes per vehicle with a 95th percentile queue of 860 feet. The north approach has a delay of approximately three minutes per vehicle with a 95th percentile queue of 1,290 feet.

For year 2012, the intersection of Old Shakopee Road/28th Avenue will experience an average delay of approximately three minutes per vehicle during the a.m. peak hour. The west approach has a delay of approximately two minutes per vehicle with a 95th percentile queue of 875 feet. The north approach has a delay of approximately five minutes per vehicle with a 95th percentile queue of 2,280 feet.

In order for the intersection of Old Shakopee Road/28th Avenue to operate at an acceptable level of service during the a.m. peak hour under future no build conditions (year 2009 and 2012), the following geometric improvements are needed:

- Construct an eastbound left-turn lane (300 feet)
- Construct an eastbound right-turn lane (300 feet)
- Construct an additional westbound left-turn lane (300 feet)

These geometric improvements are necessary for future no build conditions, without the additional traffic associated with the proposed Bloomington Central Station development. Therefore, these improvements will be assumed for all build operations analyses.

## **V. FUTURE BUILD CONDITIONS**

### **A. Proposed Development**

The proposed development assumed for full build-out of the Bloomington Central Station site includes 1,103 residential units, 225,100 square feet of retail, 200 hotel rooms, 1,970,350 additional square feet of office and a park-and-ride lot (see Figure 6: Proposed Site Plan). Plans for the Hiawatha Corridor Light Rail Transit (LRT) line include connecting the Airport and Mall of America. This alignment will be constructed through the Bloomington Central Station site, with an LRT station within the site.

The proposed redevelopment includes the removal of two existing office buildings in the upper northeast quadrant of the site. Occupants of the east building are planning to move into the HealthPartners office tower, once renovations are complete. The west building was vacant during the collection of the turning movement counts. As a result, subtracting existing trips generated by these two buildings from the adjacent roadways was not necessary.

Access is currently provided to the site along American Boulevard, west of Metro Drive East and opposite International Drive, along Old Shakopee Road at West Road, and along West Road (a private roadway bordering the western edge of the site). Under future conditions, three north-south internal roadways are proposed for the site. The east internal roadway (East Road) is proposed to connect to American Boulevard at International Drive and to Old Shakopee Road at the East Ceridian Center Driveway. The center internal roadway (Central Road) is proposed to connect American Boulevard at Metro Drive East and to Old Shakopee Road at the West Ceridian Center Driveway. The west internal roadway (West Road) is proposed along its current alignment, connecting American Boulevard and Old Shakopee Road. Access to the proposed park-and-ride lot/retail uses will also be provided to/from 28th Avenue. Two additional right-in/right-out access driveways to the parking structures along American Boulevard are proposed.

There are five development phases for the entire project. The following land use information, including estimated completion dates for each phase and assumed roadway improvements, was provided by the developer:

**Phase 1 (year 2006 completion)**

- Development – Southeast Housing
  - 275 units
- Internal Roadway Construction
  - East Road – Old Shakopee Road to LRT tracks
  - Connection of Central Road and Old Shakopee Road

**Phase 2 (year 2006 completion)**

- Development – Hotel and Retail
  - 200 rooms
  - 6,000 square feet of retail (Hotel)
  - 150,000 square feet of park-and-ride retail
- Internal Roadway Construction
  - East Road – LRT tracks to SE corner of General Dynamics East

**Phase 3 (year 2008 completion)**

- Development – Northeast Housing and Office
  - 448 units
  - 544,550 square feet of office
  - 36,000 square feet of retail
- Internal Roadway Construction
  - East Road – Connection to American Boulevard
  - Central Road – Old Shakopee Road to HP ramp access
  - Central Road – LRT tracks to American Boulevard
  - Park Road – Central Road to East Road
  - North Road – Central Road to West Road

#### **Phase 4 (year 2011 completion)**

- Development – Northeast Housing, Retail, Office and HealthPartners Expansion
  - 380 units in northwest quadrant of site
  - 17,800 square feet of retail
  - 245,100 square feet of office
  - 145,000 square feet of HealthPartners expansion
- Internal Roadway Construction
  - Central Road – HP ramp access to LRT tracks
  - West Road – LRT tracks to American Boulevard

#### **Phase 5 (year 2018 completion)**

- Development – Office, Retail and Park-and-Ride
  - 1,035,700 square feet of office
  - 15,300 square feet of retail
  - 1,575 parking spaces
- Internal Roadway Construction
  - West Road – Old Shakopee Road to LRT tracks

### **B. Adjacent Redevelopments**

For all future build scenarios, adjacent developments (AUAR) assumed in the no build analyses were included. In addition, the existing Park-and-Go located in the northwest quadrant of American Boulevard/34th Avenue is expected to redevelop by year 2018. Therefore, the following land use information for the Park-and-Go redevelopment was provided by City staff:

- Redevelopment – Housing, Office and Retail
  - 380 units
  - 230,000 square feet of office
  - 200,000 square feet of retail

### **C. Traffic Forecasts**

Using the information for the five development phases, traffic forecasts were developed for year 2009, 2012, and 2019. Forecast volumes for year 2009 include the first three phases of development. Forecast volumes for year 2019 include the adjacent Park-and-Go redevelopment. These traffic forecasts were developed for one year after each development scenario. These forecast volumes include the adjacent AUAR and park-and-go development assumptions, plus the estimated trips generated by the proposed redevelopment. Trip generation estimates for the a.m./p.m. peak hours and daily were calculated for the proposed Bloomington Central Station based on trip generation rates from the 2003 ITE Trip Generation Reports. Table 4 displays a summary of the trip generation calculations. This table identifies the total new trips being added to the adjacent roadway system for each of the development scenarios, taking into account multi-use and LRT reductions. A detailed trip generation table is included in Appendix A.

