

**FINAL
ENVIRONMENTAL IMPACT STATEMENT**

For the

NORMAN POINTE OFFICE DEVELOPMENT

October 2, 2000

(Have cover from graphics)

Final Environmental Impact Statement

Submitted in Accordance with:

Minnesota Statute 116D

Responsible Government Unit (RGU):

City of Bloomington

Project Proposer:

Duke – Weeks Realty
1550 Utica Avenue South
Suite 515
Minneapolis, MN 55416

The following persons may be contacted for additional information regarding this document:

Mr. Bob Hawbaker
Senior Planner
City of Bloomington
2215 West Old Shakopee Rd.
Bloomington, MN 55431
(612) 948-8922

Mr. Bob Smith
Duke-Weeks Realty
1550 Utica Avenue
Suite 515
Minneapolis, MN 55416
(612) 952-543-2989

Ms. Lydia Nelson
BRW, Inc.
700 Third Street South
Minneapolis, MN 55415
(612) 370-0700

ABSTRACT:

Pursuant to Minn. Rules, part 4410.2700, subp. 2, the Final Environmental Impact Statement (FEIS) consists of the Draft Environmental Impact (DEIS) summary, the key dates in the environmental review process, the written comments received on the DEIS, and the responses to the comments. The FEIS also includes a summary of the August 30, 2000 public information meeting held during the DEIS comment period.

The proposed 20.2 acre redevelopment project is located at Green Valley Drive and Norman Center Drive in Bloomington. The proposed project consists of the demolition of two existing office buildings and 710 parking spaces in order to accommodate construction of two 9-story 282,800 sq. foot office buildings, a 14-story 423,646 sq. ft. office building, and a hotel of approximately 95,500 sq. ft. Structured parking would be provided for 3,776 cars, with an additional 38 spaces in surface lots (total 3,814 spaces).

Comment Deadline:

Comments on the adequacy of the FEIS are due by November 1, 2000 and should be directed to Mr. Bob Hawbaker at the above address.

TABLE OF CONTENTS

1.0	Draft Environmental Impact Statement Executive Summary.....	4
2.0	Key Dates in the Environmental Review Process.....	14
3.0	Written Comments and Responses to Comments	16

Figures

Figure 1 Shadow Cast Study for June 21st (6:00 to 9:00 am)

Appendices

Appendix A: EQB Monitor Notices and Press Releases

1.0

DRAFT ENVIRONMENTAL IMPACT STATEMENT EXECUTIVE SUMMARY

1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION AND DESCRIPTION

The proposed 20.2 acre redevelopment project is located at Green Valley Drive and Norman Center Drive in Bloomington (Figures 1-3). The proposed project consists of the demolition of two existing office buildings and 710 parking spaces in order to accommodate construction of two 9-story 282,800 sq. foot office buildings, a 14-story 423,646 sq. ft. office building, and a hotel of approximately 95,500 sq. ft. Structured parking would be provided for 3,776 cars, with an additional 38 spaces in surface lots (total 3,814 spaces).

1.2 OVERVIEW OF THE ENVIRONMENTAL REVIEW PROCESS

This Draft Environmental Impact Statement (DEIS) has been prepared in response to rules of the state Environmental Quality Board (EQB). These rules require environmental review of commercial development projects of a size that exceed mandatory thresholds. Under the State rules, the proposed development project requires the preparation of an EIS.

The EIS process requires the preparation of a Scoping Environmental Assessment Worksheet (EAW) to identify critical issues to be addressed in the EIS. An EAW for the proposed project was prepared and circulated for review in February 2000. Based on comments received during the EAW public comment period, the City of Bloomington adopted a Scoping Decision on April 3, 2000. The Scoping Decision documented the issues to be addressed in this EIS.

This DEIS will be circulated for review by the public, governmental jurisdictions and regulatory agencies in accordance with EQB rules. This review process will include a public meeting to be held at the Bloomington city offices on August 30, 2000 from 1:30 to 3:00 p.m. The public comment period will end on September 15, 2000. After the end of the public comment period, the City will prepare a final EIS containing additional information in response to the comments received on the DEIS. This final EIS will then be circulated for further review and comment. The City will then consider all of the documentation and comments received and make a determination on the adequacy of the EIS.

1.3 MAJOR ALTERNATIVES CONSIDERED

1.3.1 No-Build Alternative

The Minnesota EQB rules require the EIS to compare the potentially significant impacts of the proposal with those of other reasonable alternatives to the proposed project. The alternative of no action shall be addressed in the analysis. The No-Build Alternative assumes that nothing will be built on the site.

Insert Fig 1

Insert Fig 2

Insert Fig 3

1.3.2 Alternative 1 - Proposed Project

The proposed Norman Pointe Office Development is a redevelopment of the existing office area to a use that is consistent with Metropolitan Council redevelopment policies and City land use plans for higher intensity development. The project consists of demolition of the existing office buildings and removal of the surface parking area. Alternative 1 would include the construction of 989,246 sq. ft. office, 95,500 sq. ft. hotel, and 3,814 parking spaces.

1.3.3 Alternative 2 – Project Alternative

Alternative 2 uses the same site design as the proposed plan, with additional office space in order to maximize the potential development of the site. The additional office space would be incorporated into the proposed development plan by adding 3-stories to the office buildings and two to three levels on the parking structures. Alternative 2 includes the construction of 1,316,140 sq. ft. office, 95,500 sq. ft. hotel and 5,318 parking spaces.

1.4 SUMMARY OF ANTICIPATED ENVIRONMENTAL IMPACTS

1.4.1 Visual

A shadow cast study was conducted for the proposed project. The study indicated that the project will result in minimal off-site shadow cast during the spring and summer months, due to the high angle of the sun. Shadows cast on a small area of residential properties would occur in the early morning, primarily between 6:00 am and 9:00 am. Late fall and winter shadows would be cast, primarily, to the northern portion of the property and to I-494. Generally, most areas will be in shadow for only a few hours per day. The duration of off-site shadow cast is minimal. No mitigation is recommended or required for the proposed project.

1.4.2 Traffic

Table 1-1 provides a summary of the level of service for each of the scenarios analyzed. Generally, the existing and 2003 No-Build Alternatives have a range of deficiencies at five intersections, due to existing and future background traffic conditions; unrelated to project-generated traffic, mitigation measures are recommended to address those deficiencies. Building II construction would not change existing deficiencies in 2003, but would require traffic signal installation at Bridge Road and Norman Center Drive and improvements associated with access to the building through the project site. The construction of Buildings II and III would result in additional deficiencies at three intersections, in addition to those identified for the No-Build, and mitigating improvements are recommended to address those project-related impacts. Likewise, the 2005 background traffic conditions would have deficiencies that would require roadway improvements. The 2005 full build scenario would result in additional roadway deficiencies at three intersections. Mitigating improvements are identical recommendations for those scenarios.

Insert Table 1-1

1.4.3 Odors, Noise and Dust – Traffic Related Noise

The roadways impacted by the development are exempt from the Minnesota State Standards for noise. A detailed analysis was completed for the daytime p.m. peak hour traffic noise. The predicted noise levels at certain locations will increase by up to 5 decibels due to the project, but the resultant level complies with state standards.

1.4.4 Vehicle-Related Air Emissions

Predicted CO concentrations at the intersections modeled are in compliance with state and federal air quality standards for the traffic conditions evaluated. For all conditions modeled, the highest one-hour and eight-hour predicted concentrations will be 8.9 and 6.3 parts per million (ppm) respectively. These values are below the Minnesota State standards of 30 ppm for one-hour and 9 ppm for eight-hours.

1.4.5 Surface Water Quality

The proposed project will result in a 0.1 acre decrease in impervious surface area, as compared with existing conditions. Construction of the project will divide the site into three subwatershed drainage areas. Sheet flow from each of these drainage areas will be directed into storm water ponds, prior to discharge into the backwaters of Nine Mile Creek, which will ~~effect~~ result in an improvement over existing conditions.

1.4.6 Water Related Land Use Management District – City Shore Area Zone

A portion of the site is within the shore area zone established by Bloomington City Code. The proposed construction activities for Building IV will continue to be within the shore area, but not within the shore area impact zone. Project grading or construction will not occur within the shore area impact zone.

1.4.7 Infrastructure and Public Services – Roads

Impacts to road infrastructure are discussed under the traffic section.

1.4.8 Cumulative

Cumulative impacts, as a result of project construction, are discussed under the traffic; odors, noise and dust; and vehicle related air emissions sections.

1.5 MITIGATION PLAN SUMMARY

As documented in the DEIS, mitigation measures are proposed for Alternative 1-Proposed Project and Alternative 2- Project Alternative.

1.5.1 Visual

Mitigation measures for shade impacts include planting shade tolerant plants in heavy shade

areas adjacent to the proposed buildings and application of de-icing salts on roads and sidewalks, as required.

1.5.2 Traffic

Table 1-1 provides a summary of the recommended mitigation for each of the scenarios analyzed. The existing and 2003 No-Build Alternative requires roadway improvements at five intersections, which are a result of existing and future background traffic conditions. The construction of Buildings II and III would require additional roadway modifications at three intersections, in addition to those identified for the No-Build. Likewise, the 2005 background traffic conditions would require roadway improvements. The 2005 full build scenario would require additional roadway improvements at three intersections, in addition to the 2005 background traffic requirements.

1.5.3 Traffic Noise

Although a five-decibel increase in noise would be noticeable, the noise levels that would occur as a result of background traffic growth and project construction would still be below the daytime L₁₀ State Standards (should they apply). No mitigation is proposed or required.

1.5.4 Vehicle-Related Air Emissions

No air quality mitigation measures are required or proposed as a part of the project as the results indicate State standards will not be exceeded.

1.5.5 Surface Water Quality

Surface water runoff will be treated by three storm water ponds constructed to meet National Urban Runoff Program (NURP) standards. Collection of the water in the NURP ponds before discharging into Nine Mile Creek backwaters will reduce the amount of sediment and associated phosphorous reaching the backwaters. This will improve the quality of runoff water from the existing condition, because treatment of runoff water currently does not exist onsite.

1.5.6 Water Related Land Use Management District – City Shore Area Zone

No mitigation is proposed or necessary, since construction will not occur within the shore area impact zone.

1.5.7 Infrastructure and Public Services – Roads

Mitigation for impacts to road infrastructure is discussed under the traffic section.

1.5.8 Cumulative

Mitigation for cumulative impacts is discussed under the traffic, traffic noise and vehicle related air emissions sections.

1.6 PERMITS AND APPROVALS

A number of permits will be required as part of the approval process for the proposed Norman Pointe Office Development. A list of the identified permits, the affected agency, and the permit status follows.

Table 1-2 Permits and Approvals.

Unit of government	Type of application	Status
<i>Federal</i>		
Army Corps of Engineers	Wetland Alteration Permit	To be applied for
<i>State</i>		
Minnesota Pollution Control Agency (MPCA)	National Pollution Discharge Elimination System Permit	To be applied for
	Indirect Source Permit	To be applied for
Minnesota Department of Natural Resources	Groundwater Appropriation Permit (Dewatering)	To be determined
Minnesota Department of Health	Abandonment of Water Well	To be determined
Environmental Quality Board	EIS Decision	Pending with RGU
<i>Regional</i>		
Nine Mile Creek Watershed District	Grading and Drainage Approval	To be applied for
	Wetland Alteration Permit	To be applied for
	Floodplain Permit	To be applied for
<i>Local</i>		
City of Bloomington	Plat Approval	To be applied for
	Demolition Permit	To be applied for
	Shore Area Management Zone	To be applied for
	Planned Development Rezoning	To be applied for
	Preliminary Development Plan	To be applied for
	Final Development Plan	To be applied for
	Grading, Excavation, and Foundation Permits	To be applied for
	Building Permits	To be applied for
	Utility Permits	To be applied for
Conditional Use Permit	To be applied for	

2.0

KEY DATES IN THE ENVIRONMENTAL REVIEW PROCESS

2.0 KEY DATES IN THE ENVIRONMENTAL REVIEW PROCESS

- February 21, 2000 – Scoping Environmental Assessment Worksheet (EAW) and Draft Scoping Decision notice of availability published in the *EQB Monitor* and circulated for review and comment.
- March 9, 2000 – Scoping Public Meeting
- March 22, 2000 – End of Scoping comment period.
- April 3, 2000 – Scoping Decision adopted by City of Bloomington, the Responsible Governmental Unit
- August 7, 2000 – DEIS circulated for review and comment, notice of availability published in *EQB Monitor*.
- August 30, 2000 – DEIS Public Information Meeting held.
- September 15, 2000 – End of DEIS comment period.
- October 16, 2000 – FEIS circulated for further review and comment, notice of availability published in the *EQB Monitor*.
- November 1, 2000 – End of FEIS comment period.
- November 20, 2000 – Determination of the adequacy of the EIS.

3.0

WRITTEN COMMENTS AND RESPONSES TO COMMENTS

3.0 WRITTEN COMMENTS AND RESPONSES TO COMMENTS

Verbal comments were received from five individuals at the DEIS public information meeting held on August 30, 2000. Comments are summarized in the attached Memorandum (September 11, 2000). The following individuals were present at the public information meeting:

- Joel Raffenbeau
- Cliff Olson
- Don and Doris Langefels
- Becky Logan

Written comments on the DEIS were received from two State agencies:

- Minnesota Department of Natural Resources
- Minnesota Department of Transportation.

Written comments were also received from seventeen local residents:

- Charles and Audrey Clay; 8216 Norman Creek Trail, Bloomington, MN
- Steven Grodahl; 8215 Norman Creek Trail, Bloomington, MN
- Willie Jackson; 8338 Norman Creek Trail, Bloomington, MN
- Janette L. Kamp; 8213 Norman Creek Trail, Bloomington, MN
- Thomas G. Kamp, Sr.; 8213 Norman Creek Trail, Bloomington, MN
- Ross Kempl; 8303 Norman Creek Trail, Bloomington, MN
- Don and Doris Langefels; 8338 Norman Creek Trail, Bloomington, MN
- Vernon Lindberg; 8203 Norman Creek Trail, Bloomington, MN
- Becky Logan; 8301 Norman Creek Trail, Bloomington, MN
- Patrick W. Logan; 8301 Norman Creek Trail, Bloomington, MN
- Gary K. Minor; 8320 Norman Creek Trail, Bloomington, MN
- Joel Raffenbeul; 8313 Norman Creek Trail, Bloomington, MN
- Sue and Jim Raymond; 8218 Norman Creek Trail, Bloomington, MN
- Nancy Woehler; 8317 Norman Creek Trail, Bloomington, MN

The following responses are provided for all written and verbal comments received. Since many of the citizen comments were similar, their comments are summarized and responses are provided regarding their general concerns. Comment letters are included at the end of this section.

Minnesota Department of Natural Resources

***Comment:** Modifications or additional crossings of Nine Mile Creek would require a DNR Protected Waters Permit.*

Response: One new trail crossing of the creek is proposed. Impacts within the DNR ordinary high water will be avoided. The project proposer will coordinate the bridge design with the

DNR and Watershed District to minimize impacts to the water resource and will obtain a permit prior to construction, as required.

Comment: *Recommendation to use native species whenever feasible.*

Response: The landscaping plan will incorporate the use of native species, particularly adjacent to the main pond. The riparian area adjacent to Nine Mile Creek will be preserved to the extent practicable.

Minnesota Department of Transportation (Mn/DOT)

Comment: *Any impact to Mn/DOT right-of-way will require a permit. Questions regarding permit applications may be directed to Keith Van Wagner (651-582-1443) of Mn/DOT's Permits section.*

Response: The proposed roadway improvements due to site redevelopment are not anticipated to affect Mn/DOT right-of-way. Utility improvements would be coordinated with Mn/DOT and the City of Bloomington to ensure that the required permits are obtained.

Note that the site plan illustrated in the DEIS accounted for the future reconstruction of I-494 between TH 100 and East Bush Lake Road as well as Green Valley Drive using information that was most currently available from Mn/DOT at the time of publication.

Comment: *Norman Center Drive is Minnesota State Aid (MSA) Route 433. Any work on an MSA route or County State Aid Highway (CSAH) must comply with State Aid rules and policies.*

Response: Proposed improvements to Norman Center Drive, including the addition of left and right turn lanes, would be designed in compliance with Mn/DOT State Aid rules and policies.

Comment: *The City and developer should anticipate that Green Valley Drive parallel to I-494 will be eliminated as part of the I-494 reconstruction. The impacts could occur as early as calendar years 2002/2003 or as late as calendar year 2011. Furthermore, realignment of Green Valley Drive/Norman Center Drive to the south ties in with East Bush Lake Road, which is planned to occur during the 2003-2011 timeframe.*

Response: Wayne Norris of Mn/DOT's Pre-Design section was contacted to clarify the preceding comment. According to Mr. Norris, the comment should state "The City of Bloomington and developer should anticipate that Green Valley Drive at the intersection with East Bush Lake Road will be realigned to the south as part of the reconstruction of I-494. Access from Norman Center Drive/Green Valley Drive to East Bush Lake Road will be preserved however, Green Valley Drive from approximately the intersection of Norman Center Drive to the East may be eliminated, consistent with the *1992 I-494 Reconstruction, I-394 to Minnesota River, Final Environmental Impact Statement*". The reconstruction of I-494 and Green Valley Drive would affect the proposed site layout. The proposed project will accommodate the reconstruction of I-494 and Green Valley Drive. Changes to these roadways

would not alter the assumptions and findings of the traffic analysis included in the July 24, 2000 *Norman Pointe Office Development DEIS*.

The site plan illustrated in the DEIS accounted for the future reconstruction of I-494 between TH 100 and East Bush Lake Road as well as Green Valley Drive using information that was most currently available from Mn/DOT at the time of publication.

A current preliminary concept design of the I-494 reconstruction (including the realignment of Green Valley Drive to the south and the reconstruction of the I-494/East Bush Lake Road interchange) and a letter from Mn/DOT clarifying the preceding comment have been requested from Mn/DOT.

Local Residents

***Comment:** Local residents were concerned that they were not properly informed regarding the project.*

Response: The Minnesota Environmental Quality Board rules outline the notification requirements for the environmental review process. The process used for this EIS complies with those rules. Copies of the Scoping EAW were distributed to sixteen agencies on the official state notification list. The Scoping EAW was also available for review at City Hall and on the City's web site. The draft Scoping EAW was discussed by City Council at several meetings, including the approval to publish the Scoping EAW on February 7, 2000 and the approval of the Scoping Decision on April 3, 2000. A public meeting for the Scoping EAW was held on March 9, 2000. The notice to publish the Scoping EAW was also sent as a press release to the local newspaper, the *Bloomington Sun Current*.

The DEIS was distributed to sixteen agencies on the official state notification list, the adjacent townhouse project's property manager and one local resident (who specifically requested a copy). The DEIS was also available for review at City Hall and on the City's web site. The DEIS was discussed and approved for publication by the City Council on July 24, 2000. A public meeting regarding the project was held on August 30, 2000. Notices of the public meeting were distributed with the DEIS. The notice to publish the DEIS was also sent as a press release to the local newspaper, the *Bloomington Sun Current*.

***Comment:** Local residents are concerned with the proposed height and location of Building IV and associated parking facilities, in relation to the townhouses. Specific concerns include shading impacts, viewshed, privacy and traffic circulation.*

Response: The proposed plan for the project is based on the foreseeable market for commercial office space. Building IV would be the last structure completed on the project site, and is anticipated to begin construction no sooner than 2003. The exact location and size of this building will be further refined prior to final design, and be subject to local zoning requirements including preliminary and final development plan approval by the City Council.

Potential shading impacts to the local residents was analyzed. The western edge of the town homes would experience early morning shading (between sunrise and approximately 9:00 am) during the summer. Not all areas would be shaded for the entire time, as the shadow would move across the buildings from west to east. Figure 1 is provided in the appendix of this report to illustrate the early morning shading expected on June 21st. This provides the worst case scenario with respect to the duration and extent of shading that would occur.

The viewshed of the townhouses would be changed as a result of project construction. The current viewshed includes several low and mid-rise commercial buildings, trees and I-494. The future viewshed would include taller buildings and trees. I-494 would be less visible. The building design would utilize the same style as the building that is currently under construction. The site plan does not include berms for visually blocking the viewshed. Rather, the site plan will include landscaping elements that incorporate native species, trails and trees as a focus at the ground level. A landscaping plan will be a required element in the City's plan development approval.

The issue of privacy for townhouse residents was considered during initial building siting. Although Building IV is much taller than the buildings currently occupying the site, the proposed north-south alignment of Building IV would minimize direct views from the building toward the townhouses. Additionally, Building IV would be at least 195 feet from the closest residence, with the lowest level of offices approximately 3-4 stories above the townhouses. The elevation difference would require a relatively severe downward angle for viewing. Most office users would not observe the townhouses since their normal view would tend to be horizontal or skyward.

Traffic circulation for Building IV would utilize Norman Center Drive. Traffic entering the site from the west would not be in conflict with townhouse residents, since it would enter the site to the west of the townhouses. Providing an exclusive internal circulation route to Building IV, in lieu of Norman Center Drive access, would have significant negative impacts to the pond located within the center of the site and was not considered as a viable option.

Comment: *Is there a plan to continue the protection of the environment by balancing commercial and residential development? Local residents are also concerned with the impact to wildlife and open space.*

Response: The proposed project will be constructed in accordance with environmental regulations (federal, state and local) and the City of Bloomington planned development process, which includes preliminary and final development plan approval.

Protection of the environment has been reviewed through the scoping and DEIS evaluations, with mitigation proposed as appropriate. The proposed project would have positive impacts on water quality by installing ponding to treat surface water runoff. The existing site has a large amount of impervious area with no treatment for surface water runoff. The proposed project will maintain approximately the same amount of open space as currently exists on the site. The open space landscaping on the project site will be maintained or improved through planting with native species and buffers.

The City has designated parks and open space for recreation and environmental preservation. The development intensity that is proposed for the project site is consistent with the City's Northwest Area Plan and Metropolitan Council guidelines for the project area.

***Comment:** Discuss how the DEIS will be used to identify stakeholders and future project development.*

Response: The DEIS and FEIS are used to identify and evaluate environmental impacts, consider alternatives and explore mitigation methods for reducing adverse environmental affects for the proposed project. The public meetings and distribution of these documents serve to notify the public and regulatory agencies and to solicit comments and concerns. The City planned development process includes notification of any property owner within 500 feet of the proposed project. Notification will be provided upon application for rezoning to planned development and for preliminary and final development plan requests. Council approval of the Final EIS represents authorization to move forward with the remainder of the regulatory approvals required for the project, and allows the developer to proceed with final design and submission of permit applications to the City, regional, state and federal agencies, as applicable. The EIS is an informational and analytical document to guide the project proposer and agencies regarding environmental impacts of the proposed project.

***Comment:** Several residents expressed traffic related concerns, such as: 1) The traffic scenarios do not seem realistic. 2) What traffic improvements would be done before the project could be constructed? 3) Parking and traffic movement concerns, specifically design of ring route.*

Response: Traffic issues were evaluated for the DEIS. The scenarios analyzed were determined through discussions with City Public Works and representatives for the developer. The Minnesota Department of Transportation was also consulted regarding the scope and timing of future projects. The scenarios present the most realistic sequence in which development may occur, and present worst case analyses with regard to the construction of future roadway projects.

The traffic study Affected Environment and No-Build Scenarios provide evaluations of existing conditions (Year 2000 and Year 2003). These scenarios identify the deficiencies that are currently present or will be present due to background traffic growth. The mitigation recommended under these scenarios, ultimately, is the responsibility of the City of Bloomington and Hennepin County. However, the project proposer has provided funds to the City to initiate some of these improvements. Concurrent with the construction of Building II, a traffic signal would be installed at the intersection of Norman Center Drive and Bridge Road. To achieve better traffic capacity for background traffic growth and new development, construction of additional buildings may require completion of additional roadway improvements.

The ring route includes Green Valley Drive and Norman Center Drive. Green Valley Drive will be shifted to the south when lanes are added to I-494. The final design for this shift has not been completed, although the proposed development setbacks will accommodate this shift. Upgrades to Norman Center Drive include installation of signals at Bridge Road and Normandale Lake

Blvd., and addition of turn lanes at key locations. Final design and construction dates for these improvements have not been completed/determined. Parking within the project site is distributed at three locations, with interior access to buildings II and III. The distribution of parking facilities and interior access will help to offset potential congestion within the local roadway system.

***Comment:** Citizens commented that the project is too large in scope. Are there smaller scale alternatives?*

Response: The DEIS evaluated three alternatives including the No Build, Proposed Project and Project Alternative (Section 3.0 of DEIS). The Project Alternative evaluated in the DEIS was a larger scale project, which would be consistent with the area's comprehensive plan and zoned development intensity. The Metropolitan Council, Minnesota Department of Transportation and City of Bloomington recognize the project area as within the I-494 corridor, which is intended for high intensity development. The scope of the proposed project was determined based on the development intensity allowed on the site and current market for office space in the metropolitan area.

***Comment:** Who is the advocate for local residents?*

Response: The environmental process is a public process that is set up to obtain comments and respond to issues of concern from regulatory agencies, interest groups and local citizens. The City's role is to oversee the process and to ensure that the proposed project follows the environmental rules and meets city regulations.

***Comment:** Citizens are concerned with pollution from auto emissions.*

Response: The DEIS included an air quality study that evaluated the potential for pollution from auto emissions. The study included review of the most congested intersections, modeling of pollution levels, and comparison of the modeled air quality with state and federal air quality standards. None of the intersections modeled would have pollution levels that would exceed current state and federal air quality standards.

***Comment:** Citizens are concerned with potential noise from traffic and construction activities.*

Response: The DEIS included a noise study that evaluated the potential for higher noise from traffic. The study identified the nearest noise receptors (including the townhouses), modeled the existing and future traffic noise at these receptors, and compared the modeled noise conditions to state standards. None of the noise receptors would have increases in noise levels that would exceed state standards.

***Comment:** Citizens are concerned with security issues.*

Response: The proposed development would include office and hotel spaces. There would be little to no retail space that would attract outside users. Site lighting will be provided within the

project to maintain a safe environment and in compliance with City code requirements for non-residential uses.

Comment: *Define the “mixed use with a mixed focus area”.*

Response: “Mixed use with mixed focus” is a designation for the project area which is described in detail on pages 30 and 31 in the City of Bloomington Northwest Area District Plan (1991). It describes the highest intensity of development for this portion of Bloomington’s Northwest District. It contains a number of policies supportive of offices, hotels, support retail and residential development, to reduce dependence on automobiles by clustering a synergistic mix of high intensity uses.

Comment: *Citizens are concerned with the economic impact the proposed project may have on local homeowners.*

Response: Generally, local property values in the metropolitan area have been increasing. There is also a trend, within the Twin Cities Metropolitan area, to provide a mix of housing and workplace accommodations to minimize the need for long commutes. Construction of the proposed project may provide local residents and potential purchasers with the opportunity to “walk to work”. The site was zoned for high intensity office/commercial use prior to the zoning and development of the nearby townhouse development.

The overall new development of Norman Pointe will include new glass, steel and stone buildings, similar to the Norman Center building currently under construction. This will be a great improvement, economically and physically, over the existing older brick buildings.

FIGURE 1
SHADOW STUDY FOR JUNE 21ST
(6:00 TO 9:00 AM)

Insert Figure here

APPENDICES

APPENDIX A

EQB Monitor Notices and Press Releases