



**DATE:** October 9, 2008  
**TO:** Traffic and Transportation Advisory Commissioners  
**FROM:** Chad Smith, P.E. (Traffic Engineer)  
**RE:** Super Target (Case # 10790ABCDEF-08)

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This proposal is for a new Super Target, along with auxiliary retail and restaurant buildings, to be located at the southwest corner of Normandale Boulevard and West Old Shakopee Road. The application is for Comprehensive Plan Amendment, Rezoning and Preliminary and Final Development Plan. Enclosed is a summary of previous Council and Commission actions on this application. (Attachment A)

The applicant submitted a traffic study for the site completed by Westwood Professional Services, Inc. and the City hired WSB and Associates, Inc. to review the traffic study and analyze the traffic modeling along with Engineering staff. The study, review and analysis were presented to TTAC at the July 2, 2008 TTAC meeting. A copy of the July 10, 2008 TTAC packet is enclosed. (Attachment B)

Westwood Professional Services, Inc. has submitted revised proposed street layouts, traffic modeling, and revised traffic studies. WSB and Associates, Inc. and City staff have reviewed the proposed layouts, traffic modeling, and traffic studies submitted through September 23, 2008.

Both the Westwood information (Attachment C) reviewed and the WSB review (Attachment D) are included with the TTAC materials. A CD with mailed and emailed public comments received by Londell Pease by September 13, 2008 was previously provided.

The following is a summary of the traffic issues from the July 2, 2008 staff report that remain unchanged:

- The Westwood analysis assumes 15% more PM peak hour trips on West 110<sup>th</sup> Street and 11% more PM peak hour trips on Nesbitt Avenue. This will impact quality of life factors for the residents that live along those streets.
- The Westwood model assumes that 5% of the trips to the site will utilize an existing access easement with the neighboring property to the west. This cross access easement must be renegotiated and revised. The intent of the original access easement was with a warehouse, which is assumed to generate 97% less trips. In addition, the location of the proposed cross access is in a different location than is described on the easement.

- Creation of a high volume, signalized intersection (Super Target Access and Normandale Boulevard) in close proximity to the skewed railroad crossing of Normandale Boulevard without left turn lanes on Normandale increases crash potential at this location.
- Additional traffic at West Old Shakopee Road and Old Shakopee Circle will increase delays for traffic on Old Shakopee Circle (delays exceed model ability to analyze).
- Weekend daily site generated traffic is expected to be higher than projected weekday daily site generated traffic. Since existing weekend traffic volumes are lower than weekday traffic, the percent increase in weekend traffic volumes is expected to be greater than weekday traffic volumes.
- This proposed Comprehensive Plan change may influence additional intensification of land uses in the area where the existing transportation infrastructure is not adequate to accommodate such changes.

In addition, staff has the following concerns with the revised application:

- Current proposed site plan is not consistent with proposed street layout.
- Proposed areas of land uses are inconsistent within the traffic study and with the site plan.
- Although detailed right-of-way maps have not been developed, the following properties, in addition to the applicant's site, are expected to be impacted by the proposed street modifications requiring acquisition of right-of-way and/or easements:
  - + Northeast quadrant, townhomes
  - + Northwest quadrant, gas station, 10740 Normandale Boulevard, and 10700 Normandale Boulevard Office
  - + 11000 Normandale Boulevard, Northern States Power (possibly)
  - + Southeast quadrant along W. Old Shakopee Road leg
- Several City and Hennepin County design concerns have not been addressed including access points along Old Shakopee Road, lack of turn bay protection and access to neighboring properties.
- Increased traffic on West Old Shakopee Road and the use of the western Holiday Gas Station driveway will increase crash and operational conflict potential between eastbound West Old Shakopee Road traffic and driveway traffic attempting to use left turn lanes to Normandale Boulevard.
- Decreased turn bay lengths for Old Shakopee Circle and Yosemite Avenue.

- The intersection at Normandale Boulevard and West Old Shakopee Road will have queues on the approaches that would extend to and exceed storage length proposed on approaches.
- Increased delays at the intersections of Nesbitt Avenue/Old Shakopee Road and Normandale Boulevard/Main Site Entrance.
- Increased delays for existing Whalen Avenue traffic at Old Shakopee Road and 110<sup>th</sup> Street at Normandale Boulevard.
- Additional modeling and analysis issues identified in the WSB memo.

Based on the above analysis, Engineering Staff recommends denial of this application including the following five items:

1. Amend the Comprehensive Land Use Plan from Industrial to Community Commercial for 246,710 square feet of retail, service station and restaurant uses (Case 10790A-08);
2. Rezone from I-1(PD), Industrial (Planned Development), IP Industrial Park and IP Industrial Park (Planned Development) to B-2(PD) General Commercial (Planned Development) for 246,710 square feet of retail, service station and restaurant uses (Case 10790B-08);
3. Preliminary and Final Development Plan for 246,710 square feet of retail, service station and restaurant uses (Case 10790CD-08);
4. Conditional use permit for four restaurants of 21,200 square feet, including drive-through services (Case 10790E-08); and
5. Preliminary and Final Plat of Worldwide 4<sup>th</sup> Addition (Subdivide two lots into five lots) (Case 10790F-08).

CJS:df

Previous Council and Commission Actions

July 10, 2008	TTAC	Item heard and continued to August 14, 2008
July 24, 2008	PC	Item heard and recommendation of denial
August 14, 2008	TTAC	Recommendation of denial
August 18, 2008	CC	Continued to October 27, 2008
September 25, 2008	TTAC	Continued to October 9, 2008