

## Johnson, Nick M

---

**From:** Steve Mahowald [REDACTED]  
**Sent:** Tuesday, November 06, 2018 10:58 PM  
**To:** Planning  
**Cc:** Johnson, Nick M; Grout, Douglas; Markegard, Glen  
**Subject:** Portillo

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Planning Commissioners;

Regarding Agenda Item 1235/2018 coming before you this Thursday (11/08/18), great to see the proposed 248 residential units with approximately 50 set aside as affordable at 50% AMI as well as the extension of 80 ½ Street from Morgan to Knox as a pedestrian friendly corridor.

Fantastic.

However, Portillo's with a double drive through is an ill-fit for the vision of the adopted Penn American District Plan.

While beauty may be in the eyes of the beholder, it is difficult to see how Portillo as currently proposed creates a visually attractive district, promotes sustainability or creates high quality public space—all goals and visions of the District Plan.

As a former Bloomington Planning Commissioner and HRA Commissioner, I understand that these are difficult issues, but I would advocate patience for a development proposal that better fits the District vision.

But if it is necessary to move ahead with the current proposal I strongly recommend that Portillo's proposal be revised to better fit the goals and visions that we've set forth for the district.

In June I moved back into Bloomington to the American & Penn area. I'm excited about what we're doing to create a more sustainable and pedestrian friendly community and I appreciate your support in helping us stay the course.

Thank you for your time and service.

Steve Mahowald  
[REDACTED]  
[REDACTED]

Sent from my iPad



November 6, 2018

Glen Markegard  
Planning Manager  
City of Bloomington  
1800 West Old Shakopee Road  
Bloomington, MN 55431-3027

Re: Penn American Phase III Development Plans

Dear Mr. Markegard,

Metro Transit has been working closely with both the property owners of 8000 Knox Avenue and the City of Bloomington since 2013 on planning, design, and engineering of the METRO Orange Line Bus Rapid Transit (BRT) Project. The decision to route the Orange Line on Knox Avenue was made in collaboration with the City during work on the Penn American District Plan in 2013. Over the past five years, Bloomington's intensive land use planning and rezoning has been a key focus in the Orange Line's project rating as we pursue highly-competitive federal funds. The federal land use rating criterion focuses on compact development and development character, improved pedestrian facilities, and reducing parking, all of which are outlined as priorities in the Penn American District Plan alongside bringing the Orange Line to the area.

Metro Transit has also collaborated with the property owners on this site (first Peerless Land Company, and later the HRA) to minimize the transit impacts to 8000 Knox, while providing convenient and seamless transit access to this emerging neighborhood. The HRA's ongoing partnership and shared goals of transit-oriented development have helped to solidify 8000 Knox as the ideal location for a high-amenity METRO platform. The design for the southbound Orange Line platform at American Boulevard, finalized in early 2018, is attached for reference. There is also an existing local bus stop on the north side of the property, which could be incorporated into a planned future Rapid Bus line on American Boulevard.

The Orange Line team applauds the City and HRA's work to date on bringing walkable development, significant stormwater infrastructure, and street improvements to the Penn American District. I particularly commend the Bloomington HRA for their leadership in building new affordable housing, as proposed south of 80<sup>th</sup> ½ Street in the development plans. These high standards for density and land use have been acknowledged by the Federal Transit Administration in review of the Orange Line corridor's land use and economic development policies, and have assisted in pushing the Orange Line into the top tier of BRT projects nationally.

The proposed Portillos restaurant layout on 8000 Knox Avenue, located adjacent to the existing bus stop and proposed BRT platform, falls short of these adopted standards due to its auto-centric orientation. Several aspects of the restaurant design and form could be improved to better integrate the district with planned transit improvements and create a safer space for transit riders:

- Consider an entrance and/or transparent windows on either the American Boulevard or Knox Avenue frontage, or locate the entrance on the corner of Knox and 80 ½ Street to activate the frontage, and provide better visibility to and from the transit station;
- Reduce the drive-through lanes directly adjacent to the Knox Avenue sidewalk, which as currently proposed, locates idling vehicles next to the METRO station and puts those waiting for transit into close contact with vehicles on both sides;

A service of the Metropolitan Council

- If parking and drive-through lanes are to be kept adjacent to the transit platform, provide substantial screening to mitigate vehicle noise and exhaust, and improve the overall pedestrian experience; and
- To better protect riders and to prevent vehicles from driving onto the sidewalk and platform from the drive-through area, require bollards or a robust physical barrier along the site edge.

The Penn American District provides a strong base for integrating transit and land use over the long term. Metro Transit seeks to continue working with the City, HRA, and developer in making transit a comfortable, convenient, and safe option for this emerging mixed-use neighborhood.

If you have any questions or need any additional information, please contact me at 612-349-7690.

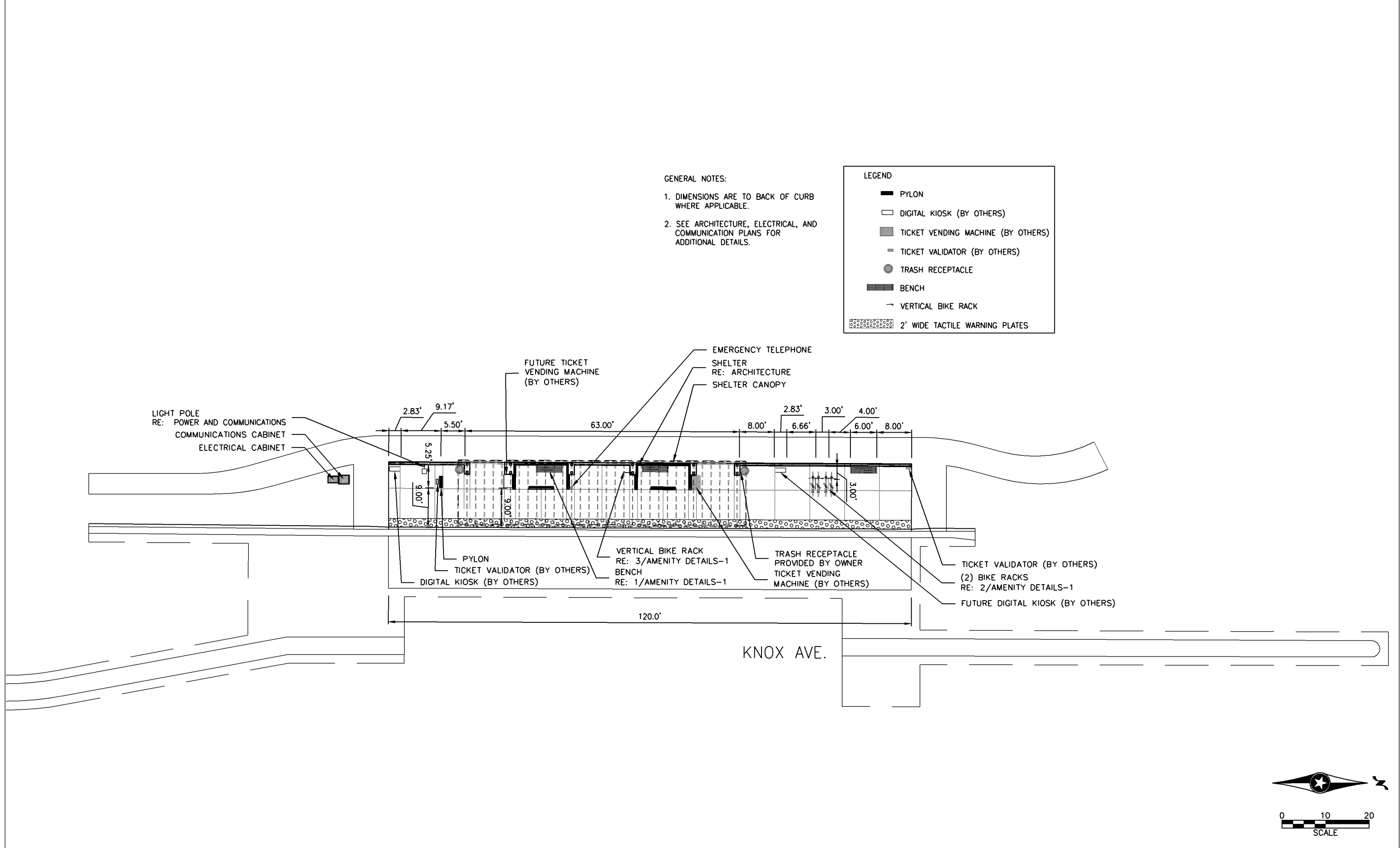
Sincerely,







Christina Morrison  
Project Manager, METRO Orange Line BRT  
Metro Transit

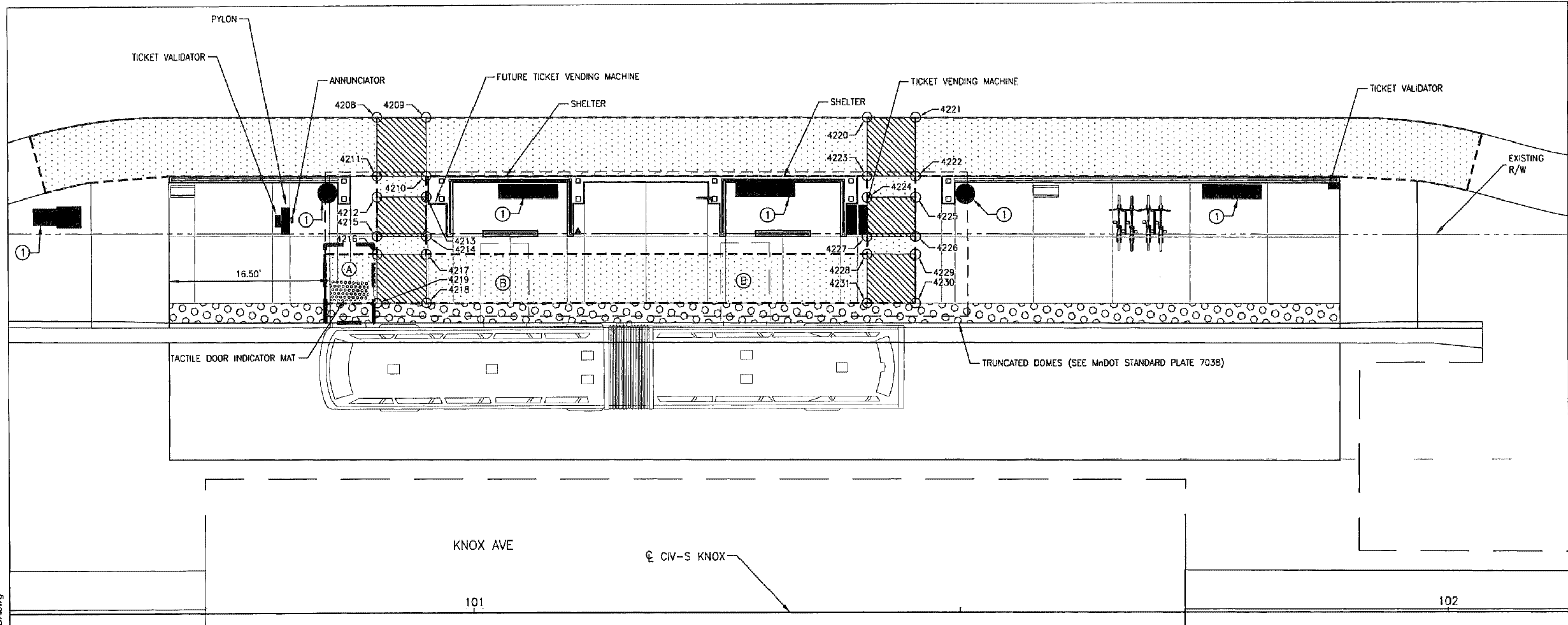
Enclosed: Final design for Southbound Orange Line Platform at Knox Avenue & American Boulevard

cc: Doug Grout, Bloomington HRA  
Mike Larson, Metropolitan Council Community Development

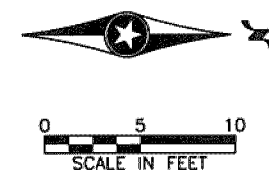


					DESIGNED:	CHECKED:	  Consulting Group, Inc.		I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.  CERTIFIED BY  PAUL GLASER LIC. NO. 51808 DATE 11/09/2017	<b>KNOX AVE &amp; AMERICAN BLVD SB URBAN DESIGN PLAN</b>	STATE PROJ.NO.2782-346 (T.H. 35W) SHEET NO. 316 OF 534 SHEETS
NO.	REVISIONS	BY	APP	DATE	DRAWN:	APPROVED:					

PROJECT: 9/3/17  
PLOT NAME: ADA - 01  
DESIGN FILE: C:\add\11\p\11\borowicz\gredlakes\0134282\9/3/17\ADA.dwg  
PLOTTED/REVISED: 11/8/2017 12:49:58 PM



ADA STATION AMENITIES POINTS TABLE					ADA STATION AMENITIES POINTS TABLE				
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION
4208	CIV-S KNOX	100+90.21	50.65' L	826.40	4222	CIV-S KNOX	101+45.40	44.54' L	826.52
4209	CIV-S KNOX	100+95.21	50.64' L	826.42	4223	CIV-S KNOX	101+40.40	44.55' L	826.50
4210	CIV-S KNOX	100+95.20	44.64' L	826.30	4224	CIV-S KNOX	101+40.39	42.37' L	826.45
4211	CIV-S KNOX	100+90.20	44.65' L	826.28	4225	CIV-S KNOX	101+45.39	42.36' L	826.48
4212	CIV-S KNOX	100+90.19	42.50' L	826.24	4226	CIV-S KNOX	101+45.39	38.36' L	826.40
4213	CIV-S KNOX	100+95.19	42.49' L	826.25	4227	CIV-S KNOX	101+40.39	38.37' L	826.37
4214	CIV-S KNOX	100+95.18	38.49' L	826.17	4228	CIV-S KNOX	101+40.38	36.55' L	826.34
4215	CIV-S KNOX	100+90.18	38.50' L	826.16	4229	CIV-S KNOX	101+45.38	36.54' L	826.36
4216	CIV-S KNOX	100+90.18	36.65' L	826.12	4230	CIV-S KNOX	101+45.37	31.54' L	826.26
4217	CIV-S KNOX	100+95.18	36.64' L	826.14	4231	CIV-S KNOX	101+40.37	31.55' L	826.24
4218	CIV-S KNOX	100+95.19	31.66' L	826.04					
4219	CIV-S KNOX	100+90.17	31.65' L	826.02					
4220	CIV-S KNOX	101+40.41	50.55' L	826.62					
4221	CIV-S KNOX	101+45.41	50.54' L	826.64					



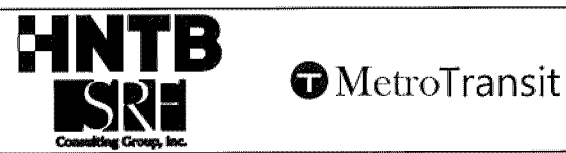
LEGEND	
	LANDING AREA - 4'x4' MIN. DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS
	PEDESTRIAN ACCESS ROUTE (PAR) MAXIMUM 2% CROSS SLOPE
(A)	ADA BUS BOARDING AND ALIGHTING AREA
(B)	GENERAL BUS BOARDING AND ALIGHTING AREA

SPECIAL NOTE:

- ① OTHER STATION AMENITY. SEE ELECTRICAL, COMMUNICATION, AND URBAN DESIGN PLANS

NO.	REVISIONS	BY	APP	DATE

DESIGNED:	CHECKED:
SMS	JDG
DRAWN:	APPROVED:
SMS	JDG



I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A BULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

CERTIFIED BY JAMES D. GERSEMA  
LIC. NO. 43555 DATE 11/09/2017

**KNOX AVE & AMERICAN BLVD  
ADA STATION AMENITIES**

STATE PROJ.NO.2782-346 (T.H. 35W) SHEET NO. 320 OF 534 SHEETS