

# Mall of America Transit Station Renovations Bloomington, MN



## Draft Project Narrative

April 28, 2016

**Owner:**

Metropolitan Council  
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**A. REQUESTED ACTION**

The requested actions for the Metro Transit Mall of America (MOA) Transit Station Renovations are as follows:

- Major Revisions to Development Plan

The Development Applications for the Metro Transit Mall of America Transit Station Renovations will adhere to the following proposed approval schedule:

Kick-Off Meeting (Planning Staff – Completed)	March 9, 2016
Informal Development Review Committee (DRC) Submittal	April 28, 2016
Informal DRC Meeting	May 3, 2016
Submit Development Applications to the City	June 29, 2016
Development Review Committee (DRC)	July 12, 2016
Planning Commission Meeting	August 4, 2016
City Council Meeting	August 15, 2016

Included in this submittal are the following:

- Project Narrative
- Exhibit B to Easement Agreement
- Site Plans and Project Renderings

## **B. PROJECT LOCATION**

The project site is located at the northwest quadrant of 24th Avenue South and Killebrew Drive. The street address is 8100 24th Avenue South. The PID is 01-027-24-31-0017.

The site is located within the MOA, primarily on Level 0 (Ground level) of the East Parking Ramp south of Gate 5 (82nd Street). Metro Transit operates the MOA Transit Station, which includes service by the METRO Blue Line, METRO Red Line, local bus routes, and various other transit services. Metropolitan Council has an easement on which it owns and maintains the imbedded LRT track, LRT signals, and the transit Station. The easement allows for revisions to the property with written approval of the Mall of America.

## **C. PROPERTY**

The Legal Description of the Property is Lot 1, Block 1, Mall Of America 3rd Addition. The project site is currently platted as CX-2 Mixed Use, Planned Development (PD), and Airport Runway AR-17. The MOA site is 2,765,475 SF or 63.49 acres.

The MOA and its holding companies own the property. The Port Authority of the City of Bloomington and the MOA have a Ground Lease and Management Agreement for the operation of the public parking facilities on the property, in which the Transit Station is located. The MOA granted the Metropolitan Council a license to use a portion of the property, described in the easement agreement, to operate the Transit Station and bus and LRT facilities on the property.

## **D. EASEMENT REVISION**

The existing property easement agreement will be revised based on the limits of the proposed transit station and associated bus and LRT facilities.

## **E. PROPOSED PROJECT**

The Metropolitan Council, and its project partners, intend to improve the existing Mall of America Transit Station. The MOA Transit Station is the highest used facility in the Metro Transit system. The intent of the project is to renovate the existing Mall of America Transit Station to provide for the following project goals:

- Improve Transit Bus Efficiency
- Reduce Entry Times for Transit Buses
- Improve Pedestrian Access and Exterior Visibility
- Improve Station Amenities and Aesthetics
- Improve Support Facilities associated with the Police Substation

The proposed project includes reconfiguration of the site, new accesses from the public right-of-way, and renovated transit center building to provide for the goals stated above.

The proposed site improvements include separation of MOA site access for employees and commercial vehicles from the Metro Transit bus operations. The proposed new entrance only driveway for the MOA employee traffic is proposed just west of the LRT guideway on

Killebrew Drive. A new security gate within the site is proposed to reduce traffic impacts to Killebrew Drive. MOA employee traffic would enter the site at this location, circulate within the site, and exit from a modified dedicated exit at Gate 6. Metro Transit and other bus service providers would enter the site at a new entrance only driveway from 24th Avenue South (CSAH 1), circulate through a new bus operations and gate area east of the LRT platform, and exit via a modified Gate 6 dedicated exit. Please see the attachments for further details. Discussion of the site modifications and associated traffic impacts are addressed in Section H of this Narrative.

The proposed building improvements include the partial demolition of the existing transit station and the construction of a new transit station that is oriented east-west with a direct connection to 24th Avenue public right-of-way. The partial demolition will include all of the existing Transit Center except the existing elevators that access all the East Garage parking levels and an existing electrical room at the north end of the existing building.

The proposed building gross area is approximately 24,000 SF and will include 12,700 SF of public station spaces, 3,500 SF of police substation space for Bloomington Police Department and Metro Transit Police Department, 1,700 SF of Metro Transit driver break and layover facilities, and 780 SF of public restrooms.

A new direct connection to the Mall of America will be made with escalators, stairs, and an elevator to Level 1 at the east entrance to the mall. This entrance will connect beneath the current Level 1 ring road and access directly within the existing Level 1 East Entrance.

#### **F. ZONING CODE ANALYSIS**

This project intends to renovate the existing facility. Changes to the City of Bloomington Zoning are not anticipated.

#### **G. PARKING ANALYSIS**

The project will be modifying the existing parking at the MOA. The overall MOA parking requirements will inform the requirements of this project.

The existing parking on Level 0 is not public parking, as it is accessed by MOA employees and vendors via the existing Gate 6 security checkpoint. The proposed project will not be adding public parking on Level 0. MOA employee parking is being reconfigured within the project area, and access will be via the proposed entrance from Killebrew Drive.

The project will be impacting 270 spaces of existing MOA employee parking on Level 0. The project will replace 174 MOA employee parking spaces on Level 0, and provide 5 new public parking spaces on Level 1 of the East Garage.

#### **H. TRAFFIC**

A draft traffic analysis has been prepared as part of this project that addresses the concept development and associated traffic impacts for the proposed project. A draft technical memorandum labeled "Metro Transit - Mall of America Transit Station Traffic Study", dated April 28, 2016 has been provided to the City of Bloomington Public Works Department which addresses the traffic impacts of this project. Coordination with the City

of Bloomington traffic engineer and incorporation of initial comments has occurred during the development of this project.

## **I. STORM WATER MANAGEMENT**

The proposed storm water management plan for the project is under analysis. The existing storm water system beneath the parking ramp is intended to be modified to address the site improvements. The existing site improvements on the exterior of the parking ramp and the impacts to the stormwater management are in development.

## **J. LIGHTING**

The exterior lighting for the project shall comply with the current edition of the City Code, Section 21.301.07 for Bloomington, MN. All exterior lighting shall be approved by the City of Bloomington Planning Division prior to installation. The interior lighting for both the Transit Center Building, Bus Gates, and LRT platform shall comply with Metropolitan Council requirements and input from the City of Bloomington. City submittal shall include all items required by the City Code including initial and maintained lighting photometric plans, light fixture cut sheets, lighting control information, energy code calculations, and shall be signed by a Lighting Certified (LC) or Professional Engineer (PE).

## **K. UTILITIES**

### **1. Sanitary Sewer**

The proposed transit station will connect to the existing sanitary sewer lateral that serves the existing transit station, which will serve the western portion of the proposed building. The eastern portion of the proposed building will be served by a new connection to the existing sanitary sewer lateral that serves the MOA maintenance shop.

### **2. Watermain**

The watermain that serves the existing transit station will be extended to the proposed transit station building.

### **3. Private Utilities**

Kimley-Horn will meet with the major private utility companies that will serve this development to understand the impacts to these utility services. The existing Metro Transit private utility infrastructure for the Transit Center, bus gates, and LRT (both platform and LRT traction power, signal, and communication utilities are being coordinated with the Metro Transit internal functional groups.

## **L. ATTACHMENTS (to the Project Narrative)**