CITY OF
BLOOMINGTON
MINNESOTA

Comprehensive Plan 2008












City of Bloomington, Minnesota

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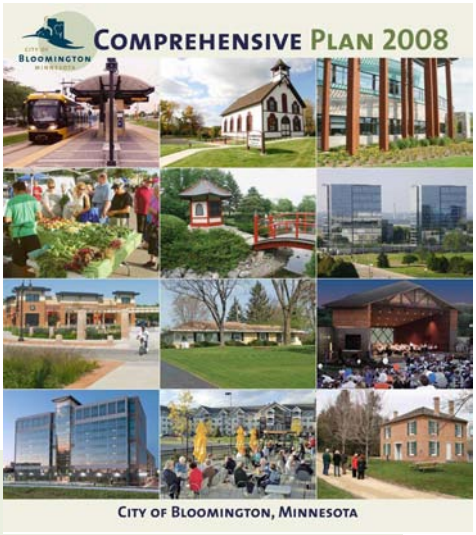
The Bloomington City Council adopted and placed this *Comprehensive Plan* into effect on May 18, 2009, through Resolution 2009-52. The Metropolitan Council adopted its review record of the plan on May 13, 2009, (Item #2009-88, Review File #20427-1).

Note that comprehensive plans are amended from time to time. The City maintains an up-to-date version of its *Comprehensive Plan* on its website: www.ci.bloomington.mn.us. A hard copy of the latest version is available at the Planning Division, Bloomington Civic Plaza, 1800 West Old Shakopee Road, Bloomington MN 55431-3027, PH 952-563-8920.



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Section 1

Introduction

Vision, Mission and Values

Bloomington's vision, mission and values statements guide the City's comprehensive planning efforts. These statements were prepared as part of the *Imagine Bloomington 2025* strategic planning and budgeting process conducted by the Bloomington City Council in 2006 to 2008.

The *Imagine Bloomington 2025* vision and mission draw inspiration from the City's 150-year history, its can-do spirit, the talents and experience of residents and businesses and a shared belief that anything worth doing is worth doing well. Bloomington's core values inform Bloomington's vision for the future.

Values

Bloomington is a community that people seek out as a place to live, conduct business and recreate. We have achieved this status by creating vibrant, safe, welcoming neighborhoods and by working together with our neighbors to promote the fun and vitality of community life.

- **We choose to shape the future** rather than reacting to a changing environment.
- **We provide our children** with the educational opportunities to succeed and lead Bloomington into the future;
- **We support the efforts of our business community**, ensuring the availability of quality jobs, goods and services.
- **We are stewards** of our environment, promoting sustainability of our many resources and the creation of inviting public spaces.
- **We strive to preserve and enhance** neighborhood vitality while promoting a strong balanced local economy.

City of Bloomington Organizational Mission Statement

"A professional, productive, learning organization that builds and renews the community by providing quality services at an affordable price."

The Federal-style brick Gideon Pond House was built in 1856.

Community Overview

Bloomington, Minnesota, is a 38 square mile community located along the Minnesota River in the southwestern portion of the Twin Cities metropolitan area. The city is fully developed and designated as a "Developed Area" by the Metropolitan Council. Bloomington will continue to grow through redevelopment (see ***Table 1.1,*** *below right*). In 2008, Bloomington was home to approximately 86,000 residents and close to 100,000 jobs. There are nearly two jobs for each Bloomington resident in the work force.

Land use is well balanced among residential, natural, commercial, and industrial uses. Almost a third of the city has been preserved for conservation, public and recreation uses. Looking forward, the city is well positioned to continue to thrive and be a municipal leader. Bloomington's central location in a robust metropolitan area and its proximity to major transportation resources, such as freeways, light rail transit and the international airport, are immense assets.

Community Vision

To build and renew the community by providing services, promoting renewal and guiding growth in an even more sustainable, fiscally sound manner.

Bloomington's vision of success is centered on its people, neighborhoods, businesses and government.

Our People are:

- *Active:* We participate in community life.
- *Cooperative:* We help and support each other for the benefit of all.
- *Respectful:* We hold our people and our institutions in high regard.
- *Healthy:* We support actions that promote our physical and emotional well-being.

Our Neighborhoods are:

- *Safe:* Our personal safety is our highest priority.
- *Welcoming:* We are friendly and open to all that live and work here.
- *Enjoyable:* We have high quality recreation and open spaces available to all.
- *Diverse:* A variety of living options are available to all.

Our Businesses:

- Provide an important foundation for building community.
- Supply good jobs: We have many high quality employment opportunities available.
- Provide a variety of goods and services: Convenient and plentiful goods and services are available.
- Are active partners in community: Our businesses are engaged in civic life.

Our Government:

- Is a reflection of our community's aspirations.
- Spends tax revenues wisely: We invest our resources prudently for the benefit of all.
- Encourages public participation: We ask our citizens for their opinions and their help.
- Anticipates and adapts to challenges and opportunities: We plan for the future and take action.
- Maintains and preserves public assets: We protect our environmental resources and maintain quality public facilities.

Table 1.1 Household, Population and Employment Forecasts

Year	Households	Population	Employment
2010	37,141	86,787	108,118
2020	39,371	90,542	124,700
2030	40,536	92,477	135,214

Sustainability

Bloomington's vision recognizes that the City needs to grow and operate in a sustainable manner that meets the needs of today without reducing the ability of future generations to meet their own needs. The *Comprehensive Plan,* as well as the district plans, the *Parks Master Plan*, the *Alternative Transportation Plan*, the *Comprehensive Surface Water Management Plan*, the *Water System Master Plan*, the *Water Emergency and Conservation Plan*, and the *Sanitary Sewer Policy Plan,* are the implementation tools of the City's vision and mission. In each of these plans, sustainability is a core value and goal. In this *Comprehensive Plan*, Bloomington's commitment to sustainability is not a stand alone element but rather a philosophy woven through all of the elements.

Today, the City believes that becoming a more sustainable city will be a significant theme for the next decade. Sustainable strategies will address energy use, accessibility, green infrastructure, choice of housing and transportation options and emphasis on using local and regional resources. This process will involve moving beyond suburban development patterns to offering urban densities, a mix of uses and a quality transit system.

Examples of key goals and strategies from the various elements that will contribute to a sustainable future include:

Land Use

- Focus most of the commercial and residential growth in three mixed use areas (Airport South, Penn/ American, and Normandale Lake) where it can be served by transit, encourage short trip lengths, promote biking and walking and reduce vehicle miles traveled.

Transportation

- Support transit improvements including additional transit service in the I-494, American Boulevard, I-35W and TH 77 corridors.
- Implement the *Alternative Transportation Plan* including the creation of bikeway and walkway networks and their interfaces with transit and various commercial and recreational destinations.
- Operate a Pavement Management Plan to adequately renew the transportation infrastructure.
- Encourage shared parking among developments.

Housing

- Guide new high density housing toward locations near transit, services, amenities and employment.
- Encourage higher densities where appropriate as redevelopment occurs.

Development History

Native Americans traveled, settled, and traded along the Minnesota River for centuries. The river also brought occasional European explorers and traders. In the 1820s, Fort Snelling became the first European settlement at the nearby confluence of the Minnesota and Mississippi Rivers. With the fort nearby, some of the earliest settlers in Bloomington were missionaries who came to convert the resident Native Americans. In the 1850s, Bloomington began to be settled by Europeans and converted to agricultural uses. The city was incorporated in 1858 but remained primarily agricultural for another century, raising produce for the growing nearby cities of Minneapolis and St. Paul.

In the 1950s, Bloomington became the classic American "boom town" and its population soared from 9,900 in 1950 to 50,500 in 1960. The city's central location in the metropolitan area, proximity to freeways, and proximity to a major international hub airport resulted in a strong and diverse economy with a mix of commerce and industry. Today, Bloomington is an "Edge City", an important economic engine for Minnesota and a major tourist destination for the Upper Midwest.

As it looks to a more sustainable future, Bloomington intends to provide a range of land use and transportation options moving beyond an "Edge City" to become a more complete, sustainable city.

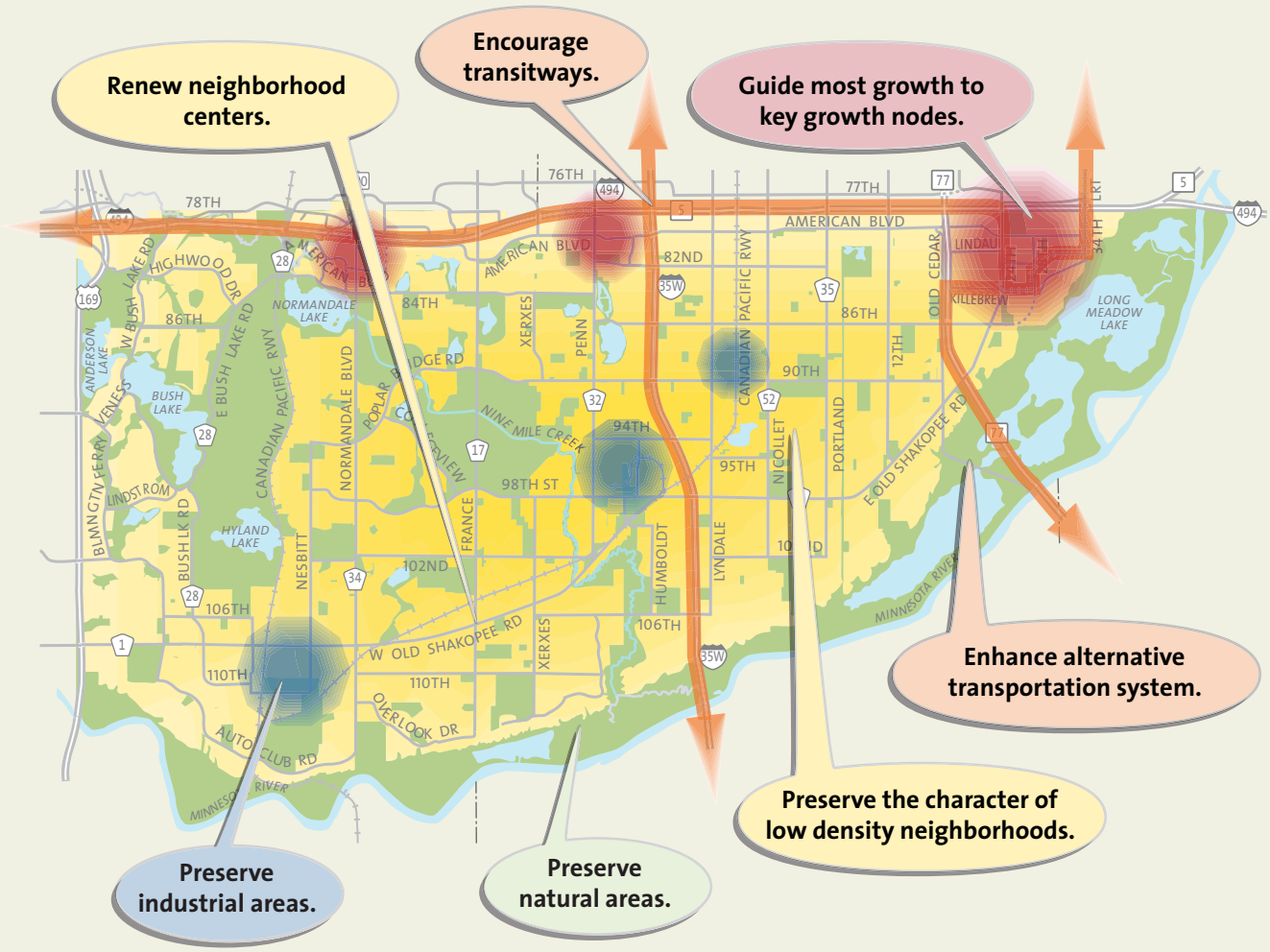
Utilities

- Reduce energy and resource consumption by decreasing inflow and infiltration into the sanitary system and by encouraging water conservation.
- Protect water quality through management programs for surface and subsurface water.
- Adopt an asset management program to preserve the excellent condition of Bloomington's utilities

Organizational Strength

- Maintain a strong, sustainable organization in terms of the quality and affordability of services, financial strength and the professionalism and productivity of its operations.
- Make community investments that in turn encourage private investments consistent with the City's sustainability objectives.

Figure 1.1 Strategic Directions



Source: Bloomington Planning Division, 2008.

Table 1.2 Top 10 Ranked Goals – Strategic Planning Open Houses

Rank	Goal
1	Promote and/or provide enhanced alternative transportation options.
2	Be a family friendly community.
3	Maintain and enhance City park and recreational assets.
4	Preserve and maintain our natural resources for ourselves and future generations.
5	Maximize desirability of residential and commercial areas.
6	Enhance support for members of the community as they age.
7	Create a community where residents and visitors are safe.
8	Optimize enrollment at Bloomington schools to ensure healthy class size and revenue.
9	Help all public and private Bloomington schools succeed.
10	Increase use of sustainable practices.

Source: Bloomington Port Authority.

Comprehensive Plan Foundation – Public Input

The goals and strategies of the *Comprehensive Plan* are guided by the significant public input gathered during the *Imagine Bloomington 2025* strategic planning process. The strategic planning process included the following public participation components:

- In the summer of 2006, Bloomington officials met with community strategic partners to gather preliminary input. Strategic partners included the Bloomington Athletic Association, the Bloomington Chamber of Commerce, the Bloomington Convention and Visitors Bureau, the Bloomington Fine Arts Council, the Bloomington Historical Society, Bloomington Public Schools, Bloomington Rotary Clubs, Bridging Inc., Cornerstone, Normandale Community College, Northwestern Health Sciences University and Volunteers Enlisted to Assist People (VEAP).
- In the fall of 2006, four town hall meetings were held to gather input on the proposed community vision and values statement.
- An on-line survey was completed in the fall of 2006 that generated 516 responses. Input gathered from the survey was consistent with the input at the open houses.
- In the fall of 2006, several focus group meetings were held to gather additional strategic input from specific groups. Focus groups included seniors, senior service providers, leaders in multi-cultural communities, major business leaders, hospitality industry employees, environmentalists, faith community leaders and high school students.

Role of the *Comprehensive Plan*

First and foremost, the *Comprehensive Plan* is a compilation of the City of Bloomington's goals and strategies. The plan expresses where the city is today and where it desires to be in the future, with recommendations on actions needed to reach future goals. As such, the plan is a guide to decision making and a foundation for more detailed planning efforts. The plan is implemented through the *City Code*, Community Investment Program, annual budget, smaller scale plans, day-to-day operations, and through the efforts and resources of private citizens, businesses, and organizations.

In Minnesota, the *Comprehensive Plan* is also a legal document that satisfies numerous statutory requirements. The plan must be approved by the Metropolitan Council and must be consistent with adopted regional plans. The plan also serves as a good general introduction to municipal issues for a new resident, staff member, commissioner, or City Councilmember.

The *Comprehensive Plan* is not a fixed document, but rather part of an ongoing planning and implementation process. Because conditions and circumstances are constantly changing, plans must continuously be reevaluated and adjusted.

- Approximately 335 people participated in multiple open houses during the summer of 2007. The open houses included an exercise in which attendees used dots and stars to select their most important strategic goals. ***Table 1.2***, *page 1.5*, lists the top ten ranked goals from the open houses.
- In 2007, input was gathered from resident volunteers on Bloomington's advisory commissions and from the Bloomington Chamber of Commerce Board.

Significant additional public input gathered through open houses, surveys, focus groups and committees has guided other aspects of Bloomington's strategic planning and these inform the Comprehensive Plan. These plans include the *Parks Master Plan*, the *Alternative Transportation Plan*, the *Comprehensive Surface Water Management Plan,* the district plans, the *Water System Master Plan*, the *Water Emergency and Conservation Plan*, and the *Sanitary Sewer Policy Plan*. Strategic initiatives in all these plans, including the *Comprehensive Plan*, will be implemented by a partnership of public and private investment. The City's investments are identified in the City's Five-Year Capital Investment Program.

Looking west over the Minnesota River bluffs, the busy I-494 separates Bloomington's Airport South District from the MSP Airport to the north.

Section 2

Land Use Element

2.1 Land Use Vision

In 2030, Bloomington envisions itself as a city with:

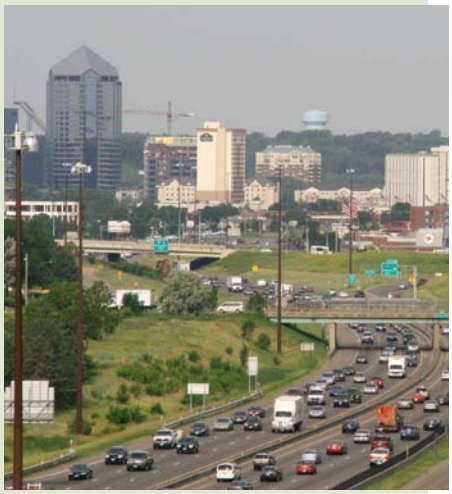
- Stable, well-maintained residential neighborhoods;
- Preserved natural areas and renewed parks;
- Desirable, renewed, convenient, neighborhood-oriented commercial areas;
- Thriving, diversified employment centers near freeways and transitways;
- Improved mobility for transit users, cyclists, pedestrians and motorists; and
- A mixture of high density residential and commercial uses at key nodes.

Despite being fully developed, Bloomington will continue to grow as businesses and residents take advantage of the city's excellent location near an international airport, several freeways, transit, major employment centers, numerous services and excellent amenities. Future growth will be a product of redevelopment and is anticipated to occur primarily within the I-494 corridor. Almost all residential growth (forecast at an average of 164 households per year through 2030) will be multi-family. Most non-residential growth (forecast at an average of over 1,707 new jobs per year through 2030) will be in office, retail, service and hotel uses.

Sustainable Development and Community Enhancement Strategy

Bloomington's sustainable development and community enhancement strategy operates within the context of the Metropolitan Council's regional development strategy, which seeks to maximize efficient use of public investments by strongly encouraging infill development and redevelopment within and along the I-494 beltway. Bloomington supports this regional development strategy and seeks to implement it by using the City's official controls to encourage most new commercial development to occur in a linear fashion along the I-494 corridor. Encouraging renewal in this linear corridor:

- Brings additional employment opportunities, services and amenities to Bloomington residents;
- Enhances the City's tax base;
- Attracts improved transit service; and
- Buffers Bloomington neighborhoods from many of the negative impacts of growth.



Normandale Lake District lies on the west side of Bloomington abutting Interstate 494.

Land Use Planning Intent

- Promote continued economic development for the City and the region.
- Guide growth in a manner that minimizes the need for motorized travel.
- Capitalize on regional infrastructure improvements.
- Maintain and enhance economic vitality.
- Encourage the redevelopment of outdated or incompatible land uses.
- Mitigate existing land use conflicts and avoid future land use conflicts.
- Preserve and enhance sensitive environmental areas.
- Meet the needs of residents for convenient services and amenities in an ever evolving market place.
- Adjust to an aging population.

Historic Guiding Principles

The City of Bloomington has a long history of land use planning at both the citywide and district levels. These plans have successfully influenced land use in Bloomington and have shared the following guiding principles:

- Take advantage of the proximity of freeways by locating high-value commercial and service uses along freeways and at interchanges.
- Locate housing farther away from the freeways than commercial land uses to reduce both land use conflicts and commercial traffic through residential areas.
- Preserve and enhance natural drainage systems for their flood mitigating ability, their habitat, and environmental benefits.
- Preserve and enhance open space and conservation areas as an amenity and community hallmark.
- Work toward a 50/50 balance of residential and non-residential property tax base.

To implement its land use vision and guide future growth, Bloomington will pursue the development strategy outlined in ***Table 2.1**, below.*

Table 2.1
Sustainable Development and Community Enhancement Strategy

Residential Areas	• Preserve and enhance the character of low density neighborhoods.
	• Encourage medium density infill housing to locate near transit.
	• Encourage the highest density housing to locate in selected nodes near services, amenities, employment, and transit. *(See Housing Element Figure 3.7, page 3.8.)*
Public Parks, Open Space and Conservation Areas	• Preserve and enhance natural areas.
	• Renew parks.
	• Expand trail system.
Neighborhood and Community Commercial Areas	• Encourage market appropriate redevelopment that improves function, aesthetics, walkability and bikability.
	• Encourage additional residential uses within and adjacent to commercial areas.
Industrial Areas	• Support the continued viability of Bloomington's industrial areas as part of a diversified local economy.
	• Preserve and enhance industrial sites with rail access.
	• As necessitated by market conditions, prepare District Plans that consider the renewal and rezoning of industrial land in a manner compatible with surrounding land uses.
I-494 Corridor	• Promote additional high density development along the I-494 Corridor, especially within three primary growth nodes (Airport South, Penn American and Normandale Lake).
	• Guide development to locations where sanitary sewer capacity is available or can be provided in a cost effective manner.
	• Continue to advocate for improved transit within the corridor and for funds to study the potential long-term implementation of a transitway within the corridor.
	• Encourage high density residential uses within the corridor near services, amenities, employment, and transit.
	• Ensure that site plans are transit compatible.
	• Improve biking and walking opportunities.
	• Support improvements to I-494.

Source: Bloomington Planning Division.

Land Use – Transportation Coordination

Given that Bloomington's success is closely tied to its proximity to key transportation facilities, the successful integration of land use and transportation planning will be a vital component in achieving Bloomington's community vision. This vision will require higher density mixed use development well connected with alternative transportation modes. To coordinate land use and transportation planning in a sustainable manner, Bloomington will:

- Channel most new development to locations near transit, services, amenities and employment in order to reduce vehicle miles traveled.
- Use official controls to promote mixed use developments (horizontally or vertically mixed) to reduce vehicle miles traveled.
- Direct regionally oriented uses to locations near freeways to reduce non-local traffic on internal City streets.
- Advocate for new transit investments on alignments and with stations/stop locations that will maximize land use benefits.
- Advocate for State/Federal road improvements and pursue local road improvements to accommodate anticipated redevelopment levels.
- Improve the ease of travel by non-motorized means.
- Ensure that businesses providing goods and services are appropriately distributed within the city to reduce vehicle miles traveled.

Promoting Mixed Uses

Bloomington has done several things to promote mixed use development that supports the City's vision. Since 2000, Bloomington's commercial land use guide plan designations have all been amended to allow residential uses when mixed with permitted commercial uses. In 2005, Bloomington rezoned land near the Hiawatha LRT line to the new HX-R Zoning District, which requires residential use as part of any development. In 2006, Bloomington adopted new neighborhood and freeway commercial zoning districts that encourage incorporating residential uses. Recently, the City of Bloomington and the Bloomington HRA have taken a financial stake in the development of multiple mixed use projects, most notably Bloomington Central Station and Lyndale Green. Currently the City is pursuing district planning efforts that examine, among other things, how best to integrate residential uses within Bloomington's three largest commercial development nodes.

Bloomington Drug and Burger Bros. Sporting Goods were two commercial businesses in a strip mall on Lyndale Avenue near 98th Street, circa 1980s.

Current Land Use

Today, less than two percent of Bloomington's 24,540 acres (38.3 square miles) is vacant. The vast majority of Bloomington's future growth and renewal will therefore occur as redevelopment. Current distribution of land uses is summarized in ***Table 2.2***, *page 2.5,* and depicted on ***Figure 2.1***, *page 2.7*. Future land use is forecast in ***Table 2.3***, *page 2.6*.

2.2 Land Use Summary

Land Use History

Before World War II, Bloomington was predominantly rural and agricultural. Fueled by an economic expansion in the post-war years, population soared from 9,902 in 1950 to 50,498 in 1960 and the c ity began its transformation to a major employment center. Large scale single-family residential development began in northeast Bloomington and spread toward the south and west. In 1960, U.S. Census Bureau records show a total of 12,281 singl e unit dwellings and only 77 multiple unit dwellings. After 1960, residential development diversified to include apartments, condominiums, and townhomes. Today, single-family detached dwelling units comprise 57 percent of total units. Vacant residential land has been successfully developed and construction of new dwelling units has shifted to redevelopment.

Commercial development first occurred in Bloomington along major transportation corridors, notably Lyndale Avenue (previously U.S. 65) and I-494 (previously Highway 5), and at crossroads such as France Avenue and Old Shakopee Road. Heavier industry concentrated in central Bloomington where railway access was available. Industrial land uses were later promoted in the Western Industrial Area, which is now fully developed.

One striking feature of Bloomington is that almost one-third of the City is set aside for public and quasi-public land uses. The bulk of that land is preserved in its natural state as conservation areas, including the Minnesota River Valley, Hyland Park Reserve, and large wetlands along Nine Mile Creek. Churches and other quasi-public uses are sca ttered throughout the City. Schools are also dispersed throughout the City, with the exception of the lack of public schools west of Normandale Boulevard. As this portion of Bloomington was developed, the school district was experiencing a rapid decline in enrollment which halted the construction of new schools and resulted in closing one-third of the existing schools.

Table 2.2 Land Use Distribution, 2008

	Land Use Category	Acres	Percent
Residential			
	Single-Family Detached	7,543	30.7%
	Two Family	70	0.3%
	Townhouses	223	0.9%
	Condominiums	306	1.2%
	Apartments	577	2.4%
	Other	121	0.5%
	Subtotal	**8,841**	**36.0%**
Public/Quasi Public			
	Schools	406	1.7%
	Churches	289	1.2%
	Government Facilities	84	0.3%
	Parks	3,047	12.4%
	Golf Courses	283	1.2%
	Conservation Areas	3,595	14.7%
	Other	75	0.3%
	Subtotal	**7,779**	**31.7%**
Street Right-of-Way			
	Subtotal	**5,472**	**18.9%**
Commercial			
	Retail	382	1.6%
	Vehicle Oriented	169	0.7%
	Restaurants	61	0.3%
	Hotels	180	0.7%
	Service Oriented	51	0.2%
	Office	465	1.9%
	Subtotal	**1,308**	**5.3%**
Industrial			
	Manufacturing	221	0.9%
	Warehousing	457	1.9%
	Other	242	1.0%
	Subtotal	**920**	**3.7%**
Vacant/Agricultural			
	Vacant	158	0.6%
	Agricultural	63	0.3%
	Subtotal	**221**	**0.9%**
Grand Total		**24,540**	**100.0%**

Source: Bloomington Assessing Division.

Table 2.3 Existing and Planned Land Use, 2008

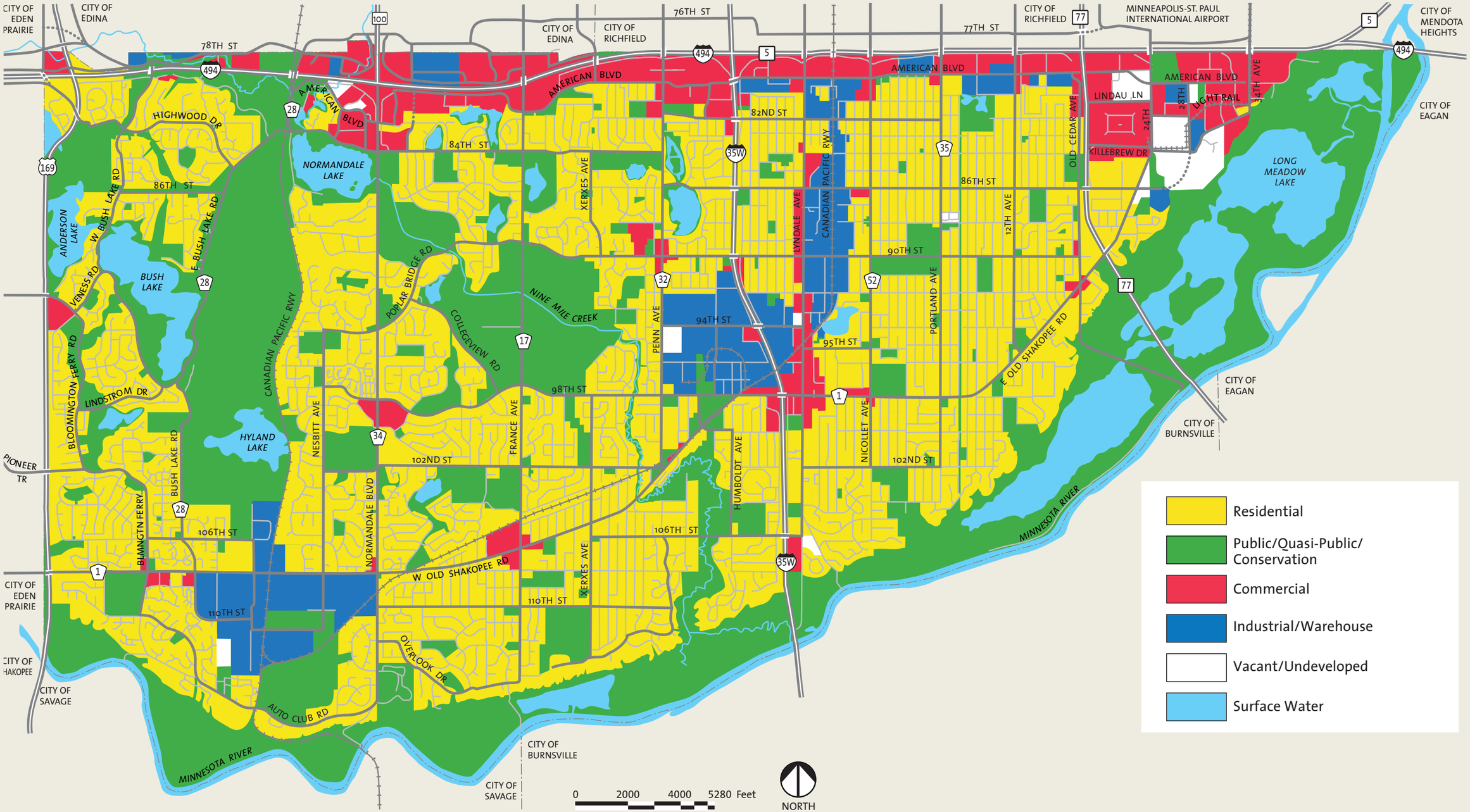
Within Urban Service Area	Allowed Density Range		Existing (2008)	2010	2015	2020	2025	2030	Change 2000-2030
	Min	Max	In Acres						
Residential	Housing Units/Acre								
Low Density Residential	NA	5	7,613	7,613	7,598	7,580	7,565	7,545	-68
Medium Density Residential	5	10	344	344	354	364	374	384	+40
High Density Residential	10	NA	882	887	897	907	917	927	+45
Mixed Use Primarily Residential	NA	NA	1	1	3	5	7	9	+8
Commercial/Industrial	Estimated Employees/Acre								
Commercial	33		843	848	841	839	837	830	-13
Industrial	30		920	915	910	905	895	885	-35
Office	82		465	475	485	495	505	515	+50
Public/Semi-Public									
Institutional			1,137	1,137	1,137	1,137	1,137	1,137	None
Parks and Recreation			3,047	3,047	3,047	3,050	3,050	3,055	+8
Open Space			3,595	3,595	3,595	3,595	3,595	3,595	None
Roadway Rights-of-Way			5,472	5,472	5,482	5,492	5,502	5,512	+40
Undeveloped									
Vacant/Agricultural			221	206	191	176	161	146	-75
Other									
Wetlands			3,208	3,208	3,208	3,208	3,208	3,208	None
Open Water, Rivers and Streams			1,304	1,304	1,304	1,304	1,304	1,304	None
Total			**24,540**	**24,540**	**24,540**	**24,540**	**24,540**	**24,540**	**None**

Note: The "Wetlands" and "Open Water, Rivers and Streams" categories are provided for reference purposes but are not included in the sum given. They are also counted within the various other categories, especially "Open Space."

Information for Metropolitan Council: Of the land guided Medium Density Residential in 2008 (see ***Table 2.6***, *page 2.18*), 20 acres are vacant and developable. Of the land guided High Density Residential in 2008 (see ***Table 2.6***, *page 2.18*), 41.4 acres are currently vacant and developable. Although the High Density Residential designation does not include a maximum density, maximum densities are controlled by the underlying zoning district and typically would not exceed 60 units per acre. Maximum densities in the mixed use and commercial designations (listed in ***Table 2.6***, *page 2.18*) are also controlled by the affiliated Zoning Districts. The Reflections project developed at Bloomington Central Station under the Airport South Mixed Use Designation is approximately 90 units per acre.

Source: Bloomington Planning Division, 2008.

Figure 2.1 Existing Land Use, 2008



Source: Bloomington Planning Division, September 2008.

2.3 Forecasts

Households

Looking ahead to 2030, the number of households (occupied housing units) in Bloomington will expand as economic factors provide additional incentives to live near work. Given its status as a large employment center, this trend is likely to increase housing demand in Bloomington. Bloomington forecasts average annual growth of 164 residential units per year through 2030 (see ***Figure 2.2***, *below*).

Given Bloomington's stage of development and the economics of redevelopment, limited infill single-family housing is anticipated. Multi-story, multi-family housing will dominate future growth. Infill townhome style development is also anticipated. Bloomington's land use controls will guide most of the new residential growth to locations near transit, services, amenities and employment.

Population

In a fully developed city like Bloomington, population change is a function of household growth and the number of people per household. Since 1970, Bloomington has added 14,780 households but very little population, given that average household size has decreased considerably, from 4.2 people per household in 1960 to 2.3 in 2000. Looking forward, Bloomington's past trend of decreasing people per household may be bottoming out as immigration and turnover increasingly brings large families to Bloomington. Stabilizing average household size combined with housing unit growth will result in increasing population levels in the future (see ***Figure 2.2,*** *below*).

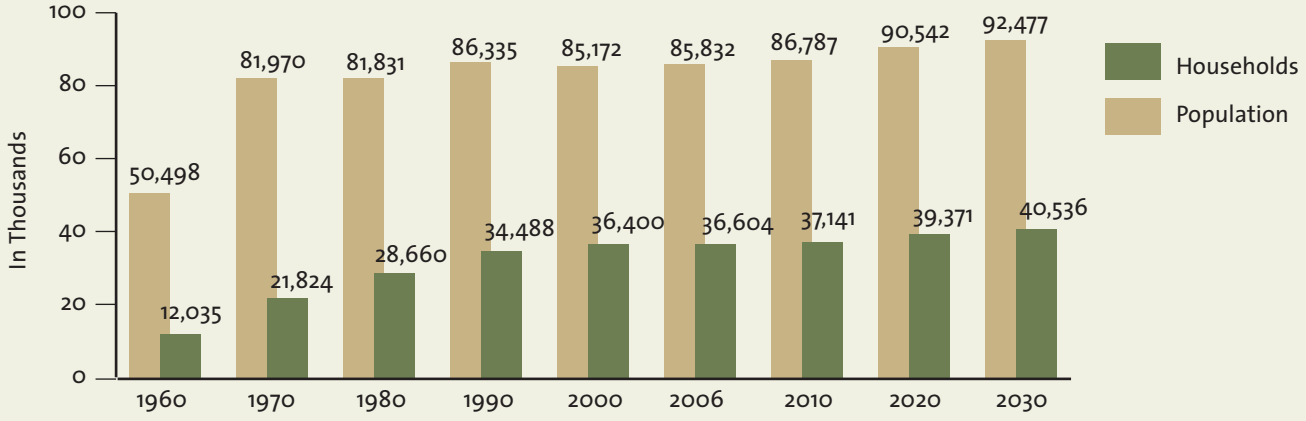
Employment

With almost two jobs for every resident in the work force, Bloomington's excellent regional location has made it a major employment center. This trend will continue as employers are attracted to locations near the international airport, major freeways, LRT, amenities and quality housing. Through 2030, Bloomington forecasts average annual growth of 1,700+ jobs per year (see ***Table 2.4***, *below*).

Table 2.4
Employment Forecasts

Year	Employment
2000	106,322
2006	94,245
2010	108,118
2020	124,700
2030	135,214

Figure 2.2 Population and Households: Historic Data and Forecasts



Source: U.S. Census Bureau and Bloomington Planning Division, 2008.

Environmental Protection

As part of its long term commitment to sustainability, Bloomington strongly supports environmental protection. Large areas of the city have been set aside as conservation and natural areas, including the entire length of Bloomington's Minnesota River Valley, significant wetland and woodland areas along Nine Mile Creek and the large Hyland-Bush-Anderson Regional Park Reserve. As development occurred, the City also took steps to:

- Preserve and enhance numerous natural corridors linking larger natural areas to facilitate wildlife movement;
- Provide for watershed protection; and
- Maintain and enhance biological diversity and recreational open space.

Information about natural systems in Bloomington is available in the Environmental Protection Element of the *1980 Comprehensive Plan*.

2.4 Associated Land Use Plans

This comprehensive plan is supplemented by a series of district plans that make detailed recommendations for various critical areas within the City. Evaluation of development proposals must consider the district plans as well as the *Comprehensive Plan*. In the event of a conflict between the *Comprehensive Plan* and a district plan, the *Comprehensive Plan* shall supercede.

Normandale Lake District Plan

Adopted in 2008, the *Normandale Lake District Plan* focuses on the area near 84th Street and Normandale Boulevard. Key recommendations of the District Plan include:

- Constructing transportation and transit improvements to allow full development of parcels in the District;
- Establishing a balance of residential, office, hotel and retail uses;
- Renewing the neighborhood retail center;
- Improving resident and employee access to parks in northwest Bloomington;
- Establishing development principles that protect the environment and surrounding open space;
- Improving the District's appearance with consistent streetscape, landscape and signs;
- Designing a sign and wayfinding system that helps people find their destination and adds to the District's identity; and
- Implementing a viable mechanism to pay for the initial phases of recommended public improvements.

Bluff Report District Plan

Adopted in 1982, the *Bluff Report District Plan* establishes urban design guidelines for development along the Minnesota River bluff to preserve its environment and character.

Future District Plans

In the future, the *Comprehensive Plan* is anticipated to be amended to add reference to additional District Plans prepared to coordinate land use, transportation and renewal efforts. Two district plans currently being prepared include the *Penn/American District Plan* and the *Airport South District Plan*.

2.5 Resources

Historic Resources

Cultural and historical resources shape development and give a community tradition and distinctiveness. As Bloomington developed from a prairie, marsh, and forest to a farming-oriented community and now to a city of 85,000 people, remnants of prehistoric and historic settlements and structures have become increasingly important and rare resources. The purpose of this section is to identify significant cultural and historical resources and recommend appropriate measures for their preservation.

The City of Bloomington has a rich inheritance as a result of the cultural backgrounds of the first settlers. Research and evaluation of Bloomington's prehistoric and historic periods establish a well documented record of influence of human activity on the development of the city.

Numerous people, events, and activities have influenced Bloomington history and provide for local and regional significance: Fort Snelling; Peter Quinn; the Pond family; Joseph Dean; the Bloomington Ferry; Colonel Savage; and the Dan Patch Line are only a few of the historical forces that shaped the growth and development of Bloomington. An extensive history of the city is provided in both *Bloomington on the Minnesota* (Judith A. Hendricks, 1976) and *Bloomington – A Sesquicentennial Celebration* (John C. Chalberg, 2007).

Every building does not become architecturally or historically significant simply because it is old. Every home or barn that dates back to the 1800s should not be preserved simply because of nostalgia. An important step in historic preservation is a comprehensive evaluation of historic sites. Given Bloomington's growth and development, it is important that sites be evaluated not in isolation, but as part of an urban setting, giving full consideration to factors that influence the context of historic sites.

The report *Bloomington: A Community Survey of Historic Sites* (1977) provides a preliminary survey and an initial compilation of architectural and historical information on a number of sites. The report classified sites into categories for preservation activities; however, a further examination of sites in relationship to Bloomington's historic preservation situation was warranted. An evaluation methodology was developed that allowed the City of Bloomington to assess and measure the relative architectural, historical, and community development value or significance of existing sites. The methodology made distinctions between sites, accounting for the important distinction between "historic sites" and "sites of general interest."

The City utilized this evaluation method to individually assess each site listed in the community survey. The results of the evaluation were used to prepare a

Restored in 2007, Old Town Hall is one of the few remaining examples of 19th Century Bloomington buildings and one of the last old town halls in the metropolitan area.

Pre-European Historic Resources

The prehistoric period in Bloomington extends from the retreat of the Wisconsin glaciers from southern Minnesota approximately 10,000 years ago to the explorations of Groseillers and Radisson on the lower Minnesota River in 1660. Bloomington was in a transition zone between the Paleo-Indian, Eastern Archaic, Woodland, and Late Mississippian prehistoric cultures because it was almost too far north for corn cultivation and almost too far south to rely on wild rice as a major food source.

Numerous burial mounds and earthworks in the Minnesota River Valley and on the adjacent bluffs are primary evidence of prehistoric peoples and cultures. The report, *Bloomington: A Community Survey of Historic Sites* (Miller-Dunwiddie Architects, Inc., 1977), identifies five existing mound groups and lists eleven destroyed or unlocated mound groups within Bloomington that are protected by State Law and City Ordinance.

Intent

The intent of Bloomington's historic preservation efforts is to integrate the preservation of prehistoric and historic resources into residents' daily lives. Bloomington's historic preservation plan provides techniques and standards for the evaluation, design, and implementation of a feasible and practical historical preservation program which emphasizes both public and private alternatives.

Bloomington Historical Register that was adopted by the City Council in 1979. The *Register* consisted of four categories of historic sites and the existing prehistoric sites. Class I sites were those properties that scored or rated the highest, followed by Class II, III, and IV.

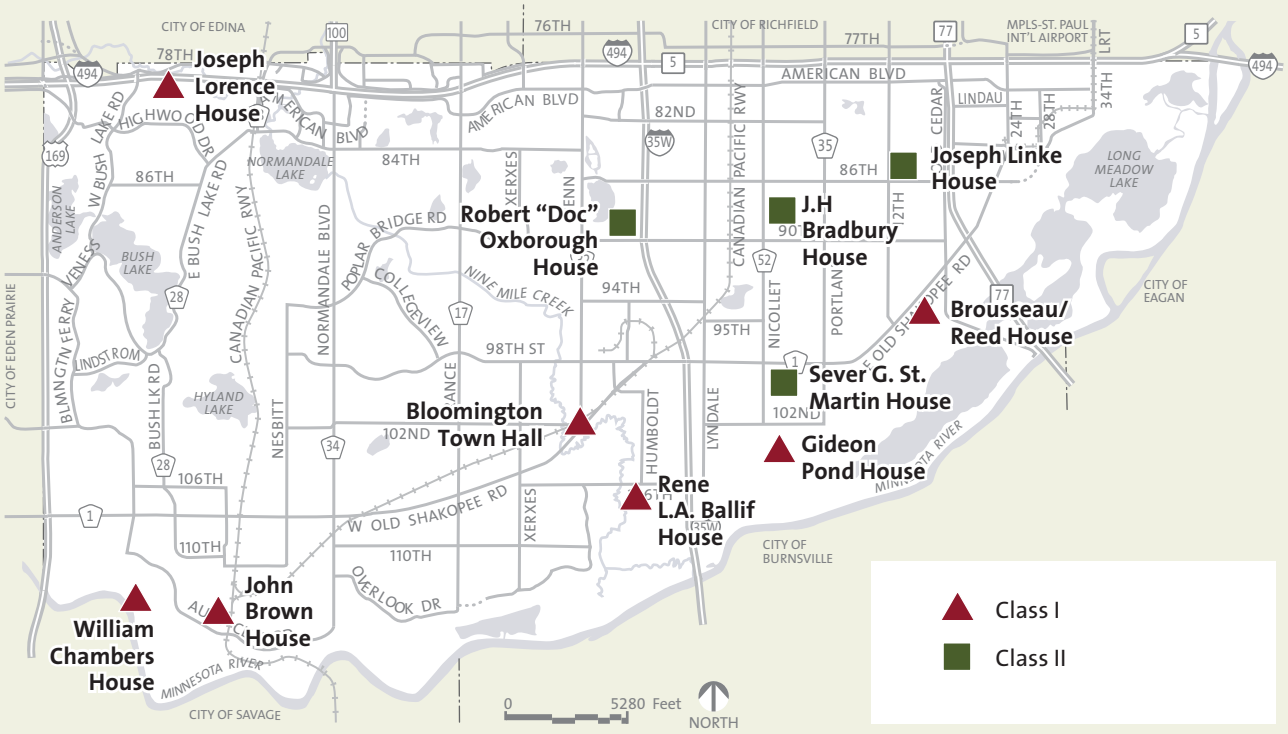
In 1997, the *Register* was revised to combine the Class III and Class IV sites into a single category as "sites of general interest." The *Bloomington Historical Register* is used as the basis for historic site regulations and control. A register of prehistoric and historic sites is included in ***Table 2.5***, *below*, and the Class I and II site locations are mapped in ***Figure 2.3***, *page 2.13*.

Table 2.5 Register of Prehistoric and Historic Sites

Type	Site	Address
Existing Prehistoric	Findlay Mounds	Sec. 14, T.27, R.24
	Mounds	W 1/2 of SE 1/4. Sec. 5, T.115, R.21
	Cunningham Group	W 1/2 of SW 1/4 Sec 5, T.115, R.21
	Mound	SE 1/4 of NE 1/4, Sec. 6, T.115, R.21
	Bloomington Ferry Mounds	SW 1/4, Sec. 31, T.116, R.21
Class I	Gideon Pond House	401 East 104th Street
	William Chambers House	7648 Auto Club Road
	Brousseau/Reed House	1629 E. Old Shakopee Road
	Rene L. A. Ballif House	10624 Humboldt Avenue
	Joseph Lorence House	7335 Marth Road
	John Brown House	6630 Auto Club Road
	Bloomington Town Hall	10200 Penn Avenue
Class II	Robert "Doc" Oxborough House	1724 West 90th Street
	Joseph Linke House	1516 East 86th Street
	J.H. Bradbury House	8701 3rd Avenue
	Sever G. St. Martin House	125 E. Old Shakopee Road
General Interest	Jeremiah Scott House	9347 Cedar Avenue
	John T. Palmer House	801 East 86th Street
	Mary Christian House	8428 Portland Avenue
	William Davis House	10225 Lyndale Avenue
	2nd Thomas Oxborough House	9440 Penn Avenue
	Elmer Scott Ford Agency	9133 Cedar Avenue
	Florentine Standish House	1311 West 98th Street
	James Palmer House	4304 W. Old Shakopee Road
	Robert Kelly House	6211 Auto Club Road

Source: Heritage Preservation Commission, City of Bloomington, Minnesota, 1997.

Figure 2.3 Historic Sites



Source: Bloomington Planning Division.

Solar Resources

Given Bloomington's emphasis on creating an even more sustainable community, the uncertainty in future fossil fuel supplies and concerns about the negative environmental impacts of using fossil fuels, alternative energy sources will become increasingly important in the future. Government plays a role in preserving access to solar power. The ability to use solar power on one site can be impeded or obstructed by obstacles on an adjacent site.

To promote the use of solar energy, Bloomington will:

- Consider shadow cast studies and actively enforce existing setback and height limits that help preserve solar access.
- Encourage the use of solar power when feasible.
- Consider solar access for adjacent properties when reviewing development proposals.
- Base analysis of solar access on measures of need (heating/ cooling degree days) or measures of availability (Langleys) rather than solstice conditions that occur only once per year.
- Balance desires for solar access with sometimes competing City desires for increased density in areas near transit, services, amenities and employment.

Aggregate Resources

Although aggregate resources are present in Bloomington and have been mined in the past, Bloomington's status as a fully developed community will restrict additional aggregate mining in the community.

Geothermal Resources

To promote sustainability and reduce reliance on fossil fuels, Bloomington strongly advocates the use of geothermal heating and cooling systems within the city.

Wind Resources

Relative to other parts of Minnesota, Bloomington's wind resources are minimal and are hampered by frequent obstructions such as buildings and trees that slow the wind. Rather than placing small wind generators in an area where wind resources are poor and may cause negative impacts due to the close proximity to residential uses, Bloomington advocates the construction of large wind farms in Minnesota and U. S. locations where wind resources make wind turbines the most cost-effective.

Land Use Guide Plan

To guide land use and development, the *Comprehensive Plan* includes a *Land Use Guide Plan* (attached as a fold out colored map) that depicts designated future land uses for all parcels within the city. The land use designations in the *Land Use Guide Plan* work hand-in-hand with zoning districts to implement the City's land use vision. While zoning districts operate on the micro level with detailed development limitations and performance standards, the future land use designations operate on the macro level and deal with broader land use issues. Zoning districts may allow specific uses that are not allowed under the future land use designations, and vice versa. For a development proposal to be approved, however, the proposed land use must comply with both the applicable zoning district and future land use designation.

2.6 Future Land Use

This section explains the range of land uses that are allowed in each land use designation. Occasionally, landowners submit applications to amend the land use designation that applies to their property. In evaluating requests for such amendments, the City will carefully consider 1) whether there has been a change in the factors upon which the existing designation was originally adopted that would justify the amendment (for example, the opening of a new freeway ramp or transitway or the change in air traffic noise) and, if not, 2) whether the proposed use constitutes an unanticipated development opportunity that would better serve the city and the surrounding neighborhood than the uses envisioned by the existing designation.

Low Density Residential

This designation allows residential development between zero and five dwelling units per acre. Typical development includes detached single family homes, although cluster housing below five units per acre and individual two family units meeting the minimum lot size requirements of the Zoning Ordinance are also allowed. Access requirements in this designation are low compared to other uses and this designation should generally be avoided in areas with excellent access to transportation facilities. In areas with steep slopes or other natural features worthy of protection, clustered housing design or large lots are appropriate to protect natural resources.

Medium Density Residential

This designation allows residential development between five and 10 dwelling units per acre. Typical development includes townhomes, patio homes, two family dwellings, condominiums, and low rise apartments. Access requirements in this designation are moderate, therefore locations with access to nearby arterial and collector streets are most appropriate.

High Density Residential

This designation allows residential development greater than 10 dwelling units per acre. Typical development includes multiple story apartments and condominiums. Given that access requirements for high density residential uses are high, this designation should be located only in areas adjacent to arterial and collector streets, and some level of transit service should generally be available.

Public

This designation applies to areas set aside for public uses. Typical uses include parks, schools, fire stations, municipal buildings, libraries, and open space. Access requirements of public uses vary widely and must be evaluated according to the nature of the particular use.

Quasi-Public

This designation, when combined with the proper zoning, provides areas throughout the community for privately owned uses that resemble public uses such as churches, private schools, private country clubs, nursing homes, funeral homes, day care, and private cemeteries. Certain open spaces used for utility transmission lines are also included. Access requirements of quasi-public uses vary widely and must be evaluated according to the nature of the particular use. Larger traffic generators should be located adjacent to arterial or collector streets.

Conservation

This designation applies to areas preserved in their natural condition for the protection of habitat, wildlife, and surface water drainage. Typical uses include natural areas, park reserves, wildlife conservation areas, storm water storage and associated facilities. Access to conservation areas should be controlled and roadways which border or cross conservation areas require special design consideration.

Water

This designation applies to medium and large bodies of water. Typical water bodies receiving this designation include rivers and open water lakes as classified by the Minnesota Department of Natural Resources.

Right-of-Way

This designation applies to existing public rights-of-way and large areas that are reserved for future right-of-way needs. The designation is not meant to delineate every future right-of-way need and does not substitute for the master right-of-way plan. As portions of parcels are dedicated or otherwise acquired for right-of-way purposes, their designation is automatically changed to the Right-of-Way designation without formal plan amendment.

Office

This designation allows professional and business offices and related accessory retail and restaurant uses serving the needs of office building tenants. Access requirements for office uses are high, so land should only be designated Office when adjacent to arterial and collector streets. Non-accessory commercial uses are not allowed within this designation based on the desire to establish areas free from the intrusion of more intensive commercial enterprises. Residential uses are allowed within this designation when fully integrated with an office land use and allowed in the underlying zoning district. Due to compatible land use characteristics, hotels are allowed on sites guided Office, provided the site is appropriately zoned for a hotel and within one mile of a freeway interchange.

Typical Low Density Residential Use

Typical Medium Density Residential Use

Typical High Density Residential Use

Typical Office Use

Typical General Business Use

Typical General Business Use

Typical Community Commercial Use

Typical Community Commercial Use

General Business

This designation allows a wide range of commercial uses that are suitable for the relatively small, shallow parcels of the City's neighborhood commercial nodes. Allowed development includes retail and service uses such as neighborhood supermarkets (20,000 sq. ft. and below), small shopping centers (up to 100,000 sq. ft. total with individual tenants of 20,000 sq. ft. or less), drug stores, restaurants (10,000 sq. ft. or less), and gas stations. Office uses are allowed within this designation when integrated with a commercial use or as a stand alone use. Residential uses are allowed within this designation only when fully integrated with a general business land use and allowed in the underlying zoning district. Access requirements for this designation are moderate to high, so land should only be designated General Business when in close proximity to arterial or collector streets. This designation excludes larger scale retail and service uses that require larger parcel sizes or freeway visibility, such as hotels and motels, "big box" retail, medium and large sized shopping centers, hospitals, and automobile sales.

Community Commercial

This designation allows all General Business activities plus additional, larger scale service and retail uses that require larger parcels such as supermarkets and restaurants of any size, medium sized shopping centers (up to 250,000 sq. ft. total with individual tenants of 80,000 sq. ft. or less), and theaters. Hotels and motels are allowed within the Community Commercial designation only when the site is within one mile of a freeway interchange. Office uses are allowed within this designation when integrated with a commercial use or as a stand alone use. Residential uses are allowed within this designation only when fully integrated with a commercial land use and allowed in the underlying zoning district. Access requirements for this designation are high, so land should only be designated Community Commercial when adjacent to arterial or collector streets. This designation excludes regionally oriented retail and service uses that demand easy access from the freeway system such as large shopping centers, "big box" retail, hospitals, or automobile sales.

Regional Commercial

This designation allows all "General Business" and "Community Commercial" activities plus additional service and retail uses that require easy access from the freeway system such as hotels and motels, "big box" retail, large shopping centers, hospitals, and automobile sales. Office uses are allowed within this designation when integrated with a commercial use or as a stand alone use. Residential uses are allowed within this designation only when fully integrated with a commercial land use and allowed in the underlying zoning district. Access requirements of regional commercial uses are very high, so land should only be designated Regional Commercial when it is in close proximity to freeways and adjacent to arterial or collector streets.

Industrial

This designation allows industrial uses including manufacturing and warehousing. Industrial uses are heavy generators of employment and truck traffic and should have locations that are served by arterial and collector streets and close to freeways. Office uses play an important support role in industrial areas and are allowed within this designation when integrated with an industrial use or as a stand alone use. Unrelated commercial and residential uses including auto sales are not allowed in industrial areas so that they do not interfere with industrial activities.

High Intensity Mixed Use

This designation works together with the HX-2 and CX-2 Mixed Use Zoning Districts to allow only master-planned, high intensity uses that are physically integrated with one another, that will attract visitors from within and beyond the region, and will achieve a magnitude of economic activity sufficient to generate significant additional development on surrounding properties.

Airport South Mixed Use

This designation works together with the HX-R Zoning District to foster a mixture of intense, employment oriented, tourist oriented, residential and support uses in areas with excellent transit service. The mixed use vision for this area is implemented through HX-R standards that require residential uses to be included, set minimum development intensities and restrict surface parking.

Typical Regional Commercial Use

Typical Regional Commercial Use

Typical Industrial Use

Typical High Intensity Mixed Use

Typical Airport South Mixed Use

Commercial Zoning Districts

To help implement the community's vision, Bloomington has recently adopted twenty-first century commercial zoning districts. New features within the districts include:

- Minimum intensity requirements.
- Minimum building heights.
- Maximum building setbacks.
- High density residential uses allowed when vertically or horizontally integrated with commercial uses.
- Design standards including window requirements, streetside entrance requirements, and anti-blank facade requirements.

Rezoning of land to these new districts is currently underway.

Table 2.6
Guide Plan Designations, 2008 Comprehensive Plan Update

Designation *(Estimated Employees/Acre)*	**Acres**	**Percent**	**Estimated Residential**		**Residential Density Range in Units/Acre**	
			Percent	**Acres**	**Min**	**Max**
Low Density Residential	7,231	29.2	100	7,231	0	5
Medium Density Residential	710	2.9	100	710	5	10
High Density Residential	856	3.4	100	848	10	No limit
Public	1,739	7.0	0	0	NA	NA
Quasi-Public	611	2.5	0	0	NA	NA
Conservation	4,746	19.2	0	0	NA	NA
Water	2,000	8.1	0	0	NA	NA
Office *(82)*	675	2.8	0	0	0	60
General Business *(33)*	167	0.7	0	0	0	83
Community Commercial *(33)*	281	1.1	0	0	0	83
Regional Commercial *(33)*	201	0.8	0	0	0	83
High Intensity Mixed Use *(100)*	123	0.5	0	0	0	60
Airport South Mixed Use *(100)*	88	0.4	3.4	3	30	131
Industrial *(30)*	1,101	4.4	0	0	NA	NA
Right-of-Way	4,219	17.0	0	0	NA	NA

Note: No guide plan designation changes are proposed from the previous *Comprehensive Plan* as part of the 2008 update.

Source: Bloomington Planning Division, 2008.

2.7 Goals, Strategies, Actions

Goal 1 Encourage an efficient, desirable arrangement and distribution of land uses.

Strategy 1.1

Encourage a balance of uses within Bloomington.

- Carefully evaluate proposals to amend land use designations to ensure that an appropriate mixture of uses is maintained citywide and that uses are appropriately distributed.
- Ensure that a sufficiently diverse employment base remains within Bloomington as one component in maintaining a diversified local economy.

Strategy 1.2

Encourage growth to occur in appropriate locations.

- Promote additional high density development along the I-494 Corridor especially within three primary growth nodes (Airport South, Penn American and Normandale Lake).
- Use land use controls to channel most high and medium density residential and mixed use growth to locations near transit, services, amenities and employment.
- Use land use controls to channel most non-residential growth to defined nodes and corridors near freeways and transit.
- Use land use controls to preserve the character of low density neighborhoods.
- Preserve and enhance natural areas.
- Encourage additional residential uses within and adjacent to commercial areas.
- Preserve, where appropriate, industrial sites with rail access.
- Guide development to locations where necessary sanitary sewer capacity is available or can be cost effectively added.

Strategy 1.3

Craft the Zoning Ordinance to work hand in hand with the Comprehensive Plan to achieve the City's development vision.

- Continue to update and modernize Bloomington's Zoning Ordinance to align development standards with the City's vision of becoming ever more sustainable.

Strategy 1.4

Mitigate land use conflicts.

- When considering development proposals and requests to change zoning or guide plan designations, evaluate the surrounding land uses and their level of compatibility with the proposed land use. The location of inherently incompatible land uses adjacent to one another will be strongly discouraged, unless the incompatibility can be sufficiently mitigated.
- Ensure that mixed use developments are designed in a manner that maximizes the benefits of mixing uses while mitigating any less positive impacts.
- In instances where it is desirable, or unavoidable, to have less compatible land uses adjacent to one another, require the proposed land use to provide an appropriate transition or buffer.
- Where land use conflicts currently exist, encourage mitigation measures such as the retrofit of screening or the redevelopment of one of the incompatible land uses.
- Encourage the timely completion of air noise mitigation by the Metropolitan Airports Commission.
- Encourage land use integration with transportation facilities.
- Enforce existing noise standards, encourage timely completion of ongoing aircraft noise insulation efforts and develop new standards for aircraft noise insulation.

Goal 2 Ensure that redevelopment improves local conditions.

Strategy 2.1

Prepare District Plans as needed to coordinate sustainable renewal with needed, cost effective infrastructure improvements.

Strategy 2.2

Coordinate infrastructure capacity and redevelopment proposals.

- Renew the City's transportation and utility infrastructure on an ongoing basis to accommodate forecasted growth.
- Encourage additional density to occur in locations where infrastructure capacity is or will be in place to support growth.
- Where appropriate, require applicant funding of infrastructure improvements necessary to serve the proposed redevelopment.

- Consider infrastructure constraints during development reviews and avoid redevelopment that cannot be adequately served by existing infrastructure or planned infrastructure improvements.

Strategy 2.3

Promote redevelopment of outdated or incompatible land uses and vacant buildings.

- Prepare District Plans, prepare Redevelopment Plans and allocate strategic funding to guide future redevelopment.

Strategy 2.4

Require that renewal mitigate impacts on adjacent property that are in excess of current impacts.

- Consider negative impacts on adjacent property during development reviews.
- Require mitigation of impacts as necessary through conditions of approval.

Strategy 2.5

Oppose inappropriate conversions of existing structures.

- Deny proposals to convert an existing structure to a use for which it was not intended (for example, conversion of an industrial building to a retail use) unless the site can be renovated and reconfigured to fully meet Code requirements and the needs of the new land use.
- Pursue enforcement action against illegal use conversions.

Strategy 2.6

Ensure that renewal sites are suitably sized for the proposed replacement land use.

- Carefully consider the ability of the proposed site size to accommodate the proposed level of development without increasing impacts.

Strategy 2.7

Avoid redevelopment or land subdivision that leaves behind difficult to develop "orphan parcels." "Orphan parcels" are parcels that are unlikely to be redeveloped unless they are combined with an adjoining parcel.

- Consider whether proposed development creates or leaves behind "orphan parcels" due to their small size, lack of access or inability to meet the performance standards of the underlying zoning district.
- Consider whether "orphan parcels" are created or left behind due to actions of the applicant or due to actions of others.

Goal 3 Promote continued economic development for the city and the region.

Strategy 3.1

Promote and facilitate State and Federal investments in freeway, roadway and transit infrastructure.

- Support the completion of planned Bloomington transitway improvements (I-35W BRT and Cedar Avenue BRT).
- Advocate for the study and creation of a transitway within the I-494 employment corridor to connect the Hiawatha and Southwest LRT lines.
- Advocate for and support freeway and roadway improvements necessary to accommodate future traffic and redevelopment, most notably the high priority reconstruction of interchanges at I-494/US-169 and at I-494/I-35W.
- Obtain dedication of rights-of-way and easements as necessary to accommodate future infrastructure improvements.

Strategy 3.2

Promote and facilitate regional investments in sanitary sewer infrastructure.

- Advocate for and support sanitary sewer improvements to the regional system that are necessary to support forecast future sewer flow levels.
- Obtain dedication of rights-of-way and easements as necessary to accommodate future infrastructure improvements to support added development.

Strategy 3.3

Maximize the benefits of the MSP International Airport to Bloomington.

- Pursue the implementation actions outlined in the Airport Impact Element and the District Plans.

Strategy 3.4

Encourage the creation of environmentally sustainable businesses and development.

Goal 4 Preserve environmental and historic resources.

Strategy 4.1

Protect and, where appropriate, enhance environmentally sensitive areas, such as floodplains, bluffs, steep slopes, and wetlands.

- Enforce Code standards and develop new standards as needed.
- Where possible, preserve wetlands for wildlife preserves, open space or stormwater management.

Strategy 4.2

Encourage the identification, preservation, and maintenance of sites with historic, architectural, archeological, environmental and cultural value or significance.

- Integrate historic, architectural, archeological, and cultural preservation in the routine activities of the City, such as zoning, code enforcement, public works, and economic development.
- Applications for permits in relation to a Class I or Class I I historic or identified prehistoric site will be reviewed by City staff. If a Certificate of Appropriateness is required, staff will prepare a recommendation to the City Council.
- Require environmental reviews for development impacting the Minnesota River Bluff, the steep valley section of Nine Mile Creek, the bottomland woods along the Minnesota River and the prairie and oak savanna in the Regional Park Reserve.

Strategy 4.3

Preserve resources for future generations.

- Preserve examples of major natural plant communities.
- Preserve and protect wildlife habitat.
- Support efforts to conserve energy.
- Encourage the use of solar and geothermal energy in Bloomington.
- Promote sustainable building construction and design.
- Encourage changes to International and State building codes to encourage sustainability.

Section 3

Housing Element

3.1 Executive Summary

To preserve and create housing that meets the needs and desires of residents, Bloomington will:

- **Keep existing housing in good condition.**

The future condition of Bloomington housing is dependent upon ongoing reinvestment in maintenance and improvements. Owners will reinvest only if they have confidence in the future of their neighborhood and the community at large. To instill neighborhood confidence, Bloomington will aggressively enforce code requirements; continue time-of-sale inspections; build community; preserve public safety; keep public infrastructure well maintained; track neighborhood stability indicators; target public improvements in areas of highest benefit; pursue desirable redevelopment of neighborhood commercial nodes and implement a coordinated marketing program.

Reinvestment can also be hindered by a variety of barriers including financial, health, language, know-how, and time. To reduce these barriers, Bloomington will fund home improvement loan programs; organize and publicize volunteer efforts and link property owners with training and improvement ideas. In some cases, housing has become functionally obsolete and reinvestment does not make financial sense. Bloomington will work with property owners to encourage redevelopment of functionally obsolete housing.

- **Guide new housing to appropriate locations.**

Bloomington will use land use controls and approvals to guide the highest density new housing to locations near transit, services, amenities and employment.

- **Support the provision of affordable housing.**

Bloomington will work with housing providers to create affordable housing at levels suggested by the Metropolitan Council. To assist the creation of affordable housing, Bloomington will establish affordable housing numeric goals within the *HRA Action Plan*; commit funds toward additional affordable housing; actively pursue federal, state and regional financial resources and amend official controls, where appropriate.

- **Strive for housing that serves residents at each stage of their lives.**

Bloomington will work to preserve and provide housing that meets market demands and allows residents to remain in the community at all stages of their lives. Bloomington will monitor market demands and consider amendments to land use controls. Unfortunately, some desired housing types may be difficult to accommodate in Bloomington due to high land values.

Reflections Condominiums: Built 2005, 263 units, 91 units per acre. Previous use: Office parking.

Housing History, Before 1960

Before World War II, Bloomington was a small community with a rural, agricultural atmosphere. Housing consisted of farm homes along with a few isolated subdivisions with wells and septic systems. Bloomington's rapid transformation into a sizable city and major employment center began in the postwar era of economic expansion. Population soared from 9,902 in 1950 to 50,498 in 1960 as federal policies encouraged single-family, detached owner occupied housing.

Most of the housing growth occurred in eastern Bloomington and gradually spread west. In the early years of the expansion, Bloomington's housing was extremely homogeneous. In 1960, over 99% of the city's housing units were single family detached. Bloomington's population consisted primarily of nuclear families with parents in the child-rearing years of the life cycle. Average household size in 1960 was 4.2.

Village on Nine Mile Creek: Built 2004-2006, 88 townhome and condominium units, 17 units per acre. Previous use: City Hall.

Housing History, After 1960

Since 1960, Bloomington's housing has diversified considerably as illustrated by ***Figure 3.1***, *below right*. Multi-family housing, townhomes and senior housing of all types has been added and now constitute well over one third of all residential units. Bloomington became fully developed in the 1990s. Housing growth continued however, as redevelopment occurred. Due to the economics of redevelopment, new growth in housing has been multi-family units. And, since 2000, most new housing created has been on land formerly occupied by non-residential uses.

Bloomington now offers a variety of housing types capable of meeting the needs of any stage in the life cycle. Average household size fell to 2.3 by 2000 as many of the large families of the 1960s became empty nester households remaining in single-family detached homes and as more multiple family units were added.

3.2 Context

Housing Stock

Housing Mix

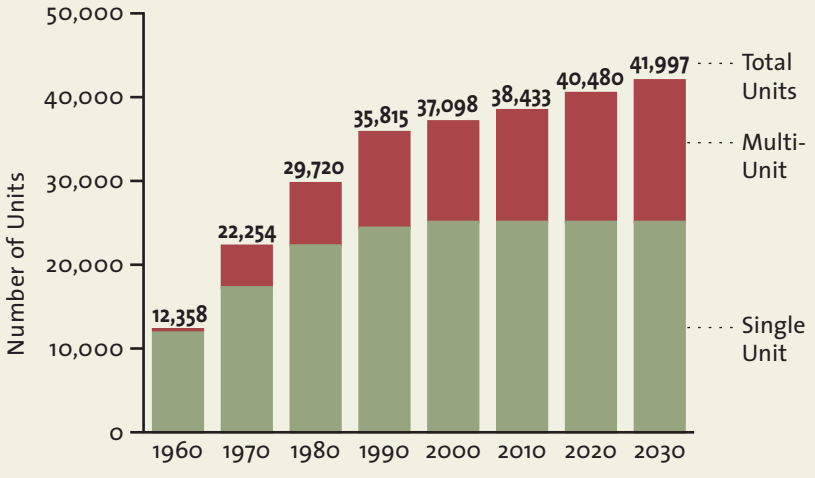
While originally oriented toward single family detached housing, Bloomington now has a variety of housing types as depicted in ***Table 3.1***, *below*. In the future, Bloomington's housing mix will shift further toward multi-family housing types. Residential growth will continue to be dominated by multi-family housing developments because opportunities for new single-family homes are limited due to the lack of vacant land. From 2000 to 2007, Bloomington had a net gain of 742 multi-family units and a net loss of 16 single-family detached units.

Table 3.1 Housing Units by Type, 2007

Type	Units	Percent
1-Unit, detached (single-family home)	21,438	56.8%
1-Unit, attached (townhome, side by side two-family home)	3,569	9.5%
2-Unit structure (over/under two-family home)	286	0.8%
Structure with 3 or more units (apartments, condos, co-ops)	12,297	32.6%
Mobile home	140	0.4%
Total	**37,730**	**100%**

Source: U.S. Census Bureau (2000) adjusted by permit activity.

Figure 3.1 Housing Units, 1960 - 2030

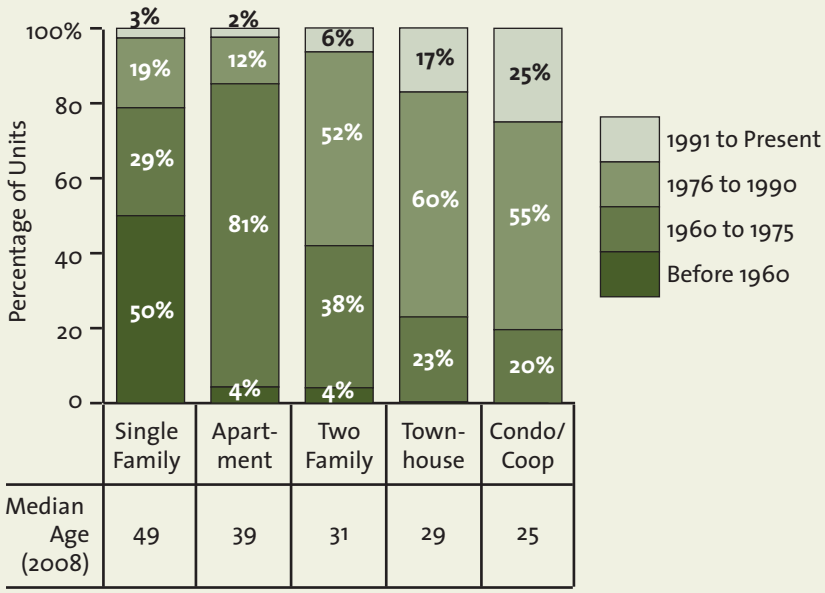


Source: 1960-2000, U.S. Census Bureau; 2010-2030, Bloomington Planning Division.

Housing Age

In 2008, the median age of a single family home in Bloomington was 49 years (1959 construction). Bloomington is home to over 10,500 single family units that were constructed before 1960. Median ages for other housing types were lower, see ***Figure 3.2,*** *below*.

Figure 3.2 Housing Type by Year Built, 2008



Note: Excludes units with insufficient data related to housing age.

Source: Bloomington Assessing Division.

Table 3.2 Housing Condition

	Number (Percent) of Units		
Condition Rating	**1978**	**1996**	**2006**
Average, Good, and Excellent. Observable defects, if any, are minor in nature; no maintenance items deferred to point where permanent damage exists.	25,870 (98.7%)	26,037 (97.1%)	26,407 (96.3%)
Major Maintenance Required. Considerable deferred maintenance with permanent damage to structural items beginning to show.	260 (1.0%)	737 (2.7%)	983 (3.6%)
Critical Disrepair. Damage to major structural items; housing still habitable, but possibly beyond occupant's ability to restore or maintain it.	80 (0.3%)	39 (0.1%)	37 (0.1%)

Source: Bloomington Assessing Division. Excludes multi-family units.

Typical Bloomington single-family neighborhood.

Kennedy Court, Townhomes: Built 2006, 13 units, 11 units/acre. Previous use: 2 single-family homes.

Housing Condition

Over 96 percent of Bloomington's housing is in average or better condition (see ***Table 3.2***, *left*). However, according to ratings assigned by the Assessing Division during property inspections, an increasing percentage of the City's housing is in need of major maintenance. As Bloomington's housing stock ages, the City will focus increasing attention on housing maintenance and rehabilitation in order to sustain satisfactory housing conditions.

Realife Lyndale, Senior Cooperative: Built 2003, 96 units, 23 units/acre. Previous use: Lumberyard.

Housing Tenure

In the year 2000, 71 percent of all Bloomington housing units were owner occupied, a slight increase from 1990 when 70 percent were owner occupied. See ***Table 3.3***, *above right*. Among single family detached homes, 95 percent were owner occupied (versus 94 percent in 1990). For multi-family units, only 18 percent were owner occupied (16 percent in 1990). The 2010 census is likely to reveal higher owner occupancy levels given the construction of many owner occupied condominium and senior cooperative projects since 2000.

Table 3.3 Tenure by Housing Type, 2000

Type	Owner Occupied	Renter Occupied
Single Family	23,439 (95%)	1,181 (5%)
Multi-Family	2,080 (18%)	9,467 (82%)
Total - Entire City, including "Other" Units Not Specified Above	**25,682 (71%)**	**10,718 (29%)**

Source: U.S. Census Bureau.

Household Makeup

Size

Bloomington's average household size fell during every decennial census period since 1960; from 4.2 in 1960 to 2.3 in 2000. Had average household sizes stayed steady at 1960 levels, Bloomington's 2000 population would have been over 154,000. The reduction in household size is attributable to existing households aging in place, new households having fewer children, higher numbers of single parent households and a substantial change in Bloomington's housing mix. In 1960, 99 percent of housing was single family detached, where average household sizes are highest. In 2008, only 56 percent of housing is single-family detached.

Looking forward, competing trends suggest that overall average household sizes should remain roughly steady for the foreseeable future.

On one hand, the continued shift in housing mix toward multi-family housing would tend to decrease citywide average household sizes. On the other hand, increasing ethnic diversification is likely to bring new larger families to Bloomington, tending to increase overall average household size.

Race/Ethnicity

The population of Bloomington has become increasingly diverse. According to the U.S. Census Bureau the percentage of white residents dropped from 94.7 percent in 1990 to 83.7 percent in 2005, which is also a national and regional trend. The Bloomington School District reports that K-12 minority enrollment has increased from 19% in the 1999-2000 school year to 36% in the 2007-2008 school year. In 2007, the School District prepared enrollment projections that predict minority students will comprise 50 percent of total Bloomington public school students by 2015. As depicted in ***Table 3.4,*** *below*, the Census Bureau reports that non-white households have larger households on average.

Table 3.4 Average Bloomington Household Size by Race, 2000

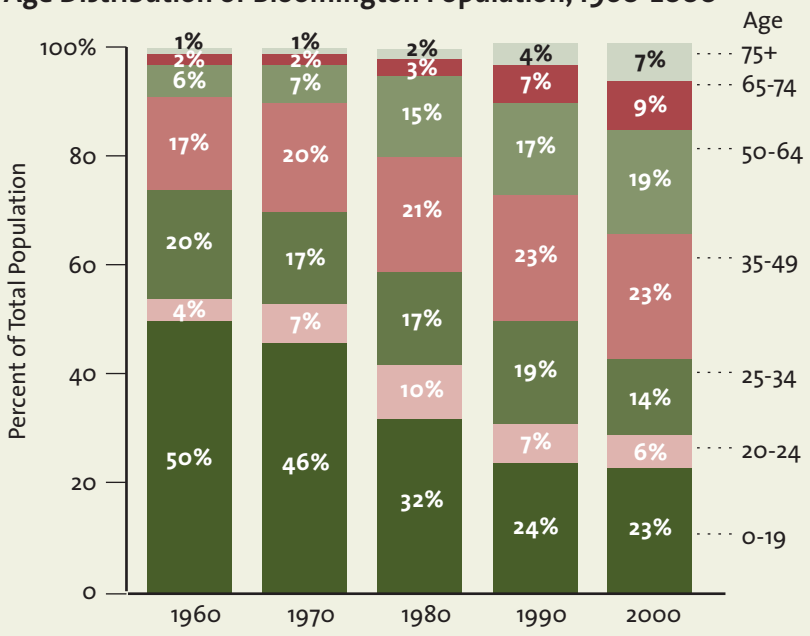
Race of Householder	Average People Per Household
White	2.24
African American	2.68
Native American	2.69
Two or More Races	2.76
Pacific Islander	3.17
Asian	3.21
Hispanic/Latino	3.50
Other Race	3.94

Source: U.S. Census Bureau.

Age

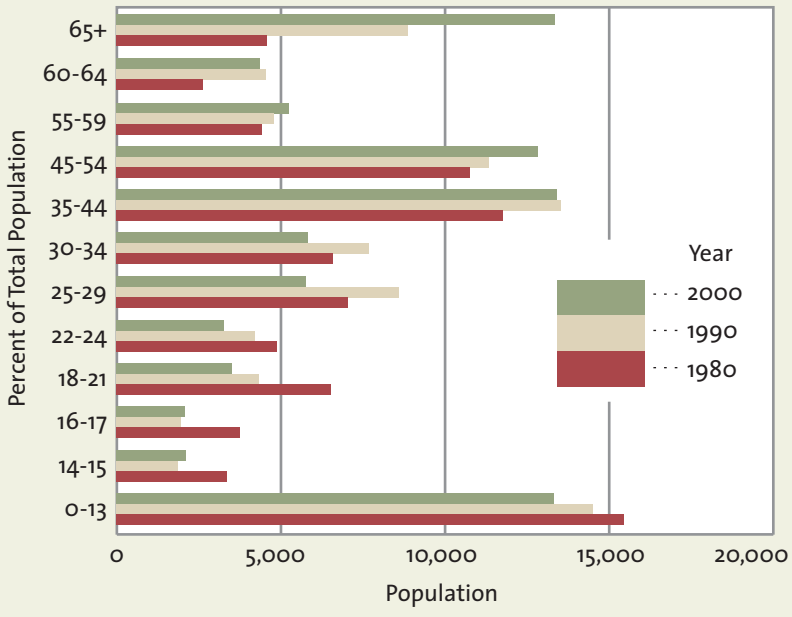
The age distribution of Bloomington residents has changed dramatically over the last 50 years. As depicted in ***Figures 3.3*** and ***3.4***, *below*, Bloomington has been gaining older residents and not replacing younger residents, which mirrors state and national trends. From 1960 to 2000, the percentage of residents over the age of 65 rose from 3 percent to 16 percent according to the U.S. Census Bureau. Over the same time period the percentage of residents under the age of 19 fell from 50 percent to 23 percent. Looking

Figure 3.3
Age Distribution of Bloomington Population, 1960-2000



Source: U.S. Census Bureau.

Figure 3.4 Change in Age Distribution, 1980 - 2000



Source: U.S. Census Bureau.

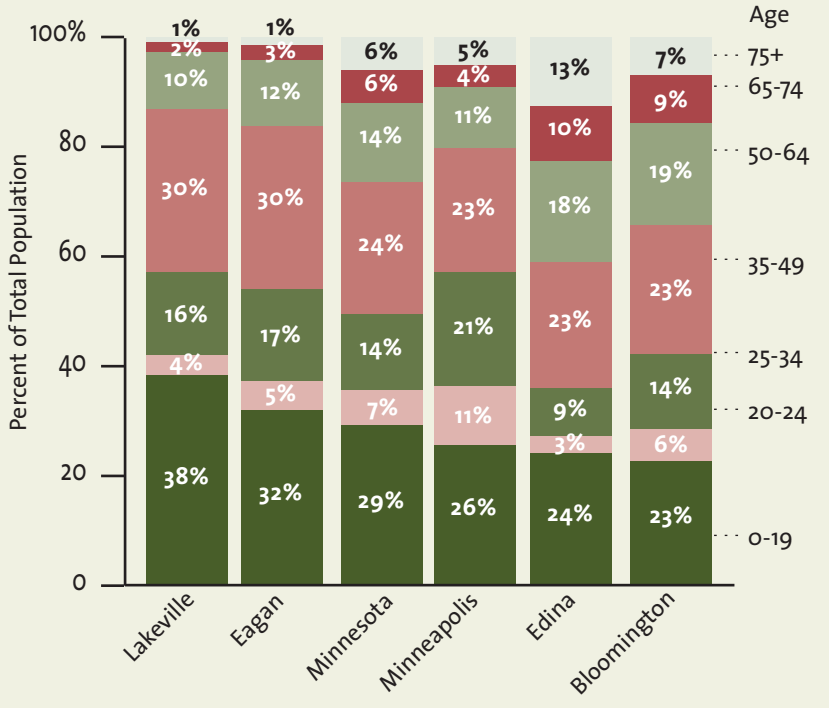
forward, the number of Bloomington residents under 19 is expected to remain relatively stable over the next 20 years while the number of seniors is anticipated to increase as baby boomers enter their senior years.

As depicted in ***Figure 3.5,*** *below*, Bloomington residents are older than statewide averages. Bloomington residents are also older on average than residents of central cities and in newer suburban communities but younger than residents of older suburban communities.

A larger population of senior residents has increased the demand for low maintenance and senior oriented housing. Due to age demographics, demand for these unit types is anticipated to remain strong relative to other housing types.

Given the needs of senior residents, new senior oriented housing should be located near transit opportunities and desired services.

Figure 3.5
Age Distribution by Jurisdiction, 2000



Source: U.S. Census Bureau.

Housing Supply

Recent Changes

Building permit, moving permit and demolition permit activity from 2000 to 2007 (See ***Table 3.5***, *next page*) was dominated by multi-family housing types, which is a reflection of Bloomington's stage of development, high land prices and the strong demand for multi-family housing. Over these eight years, Bloomington averaged a net annual gain of 93 multi-family units per year and a net annual loss of two single-family units per year (an overall net annual gain of 91 units per year). The trend is

somewhat skewed by the loss of 161 units in 2006 and 2007 due to the noise mitigation acquisitions for the new north-south runway at MSP. For the six years from 2000 to 2005, the average net gain was 132 units per year. (See ***Figure 3.6***, *below.*)

Looking Forward

Bloomington's excellent location will continue to create strong demand for new housing over the next 20 years. As depicted in ***Table 3.6***, *right*, Bloomington forecasts an average net gain of 164 households (occupied housing units) per year through 2030.

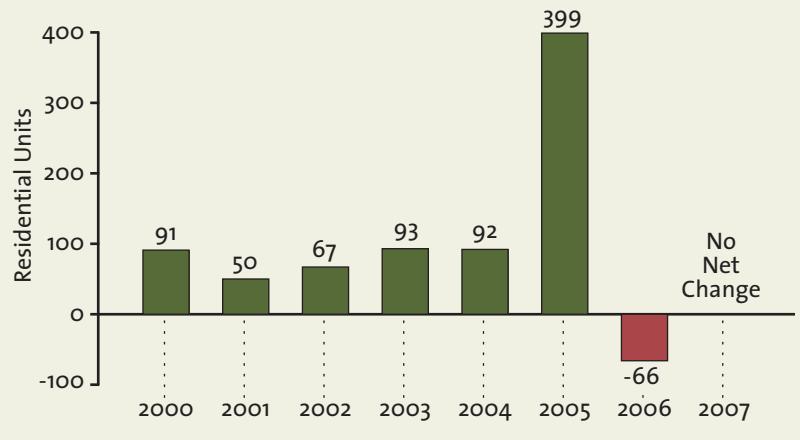
Table 3.5 New Residential Units, 2000-2007

Year	Building Permits			Moving Permits		Demolition Permits		Net Total
	Single Family	Multi-Family*	Subtotal	In	Out	Single Family	Multi-Family*	
2000	25	87	112	0	0	-21	0	91
2001	15	46	61	2	0	-13	0	50
2002	28	49	77	0	-1	-9	0	67
2003	21	101	122	0	-7	-22	0	93
2004	14	101	115	0	-10	-13	0	92
2005	18	408	426	1	-9	-19	0	399
2006	16	77	93	0	-10	-17	-132	-66
2007	11	5	16	0	0	-16	0	0
Total	**148**	**874**	**1,022**	**3**	**-37**	**-130**	**-132**	**726**

** Multi-Family includes Townhomes and Two-Family Residences.*

Source: Bloomington Building and Inspection Division.

Figure 3.6
Net Change in Residential Units, 2000 - 2007



Source: Bloomington Building and Inspection Division.

Table 3.6 Household Forecasts

Year	Households
2006	36,604
2010	37,141
2020	39,371
2030	40,536

Source: Metropolitan Council for 2006, Bloomington Planning Division for forecasts.

Housing Demand

Location

Housing demand has always been and will always be strongly influenced by location. Bloomington enjoys a location that is both in the heart of a growing metropolitan area and near significant employment opportunities, important transit corridors, major freeways and an international airport. In a future with rising energy prices, Bloomington's locational advantages are anticipated to translate into a strong long term housing market.

Demographic Shifts

The increase in the number of older residents, especially residents over 80, will increase demand over the next twenty years for various types of low maintenance housing (condos and townhomes) and senior oriented housing (independent living, assisted living, nursing homes). The anticipated growth of single person and single parent households will also increase demand for smaller, multi-family housing types.

Applewood Pointe Lyndale, Senior Cooperative: Built 2005, 95 units, 25 units/acre. Previous use: Retail.

Lyndale Green, Townhomes: Built 2005-2006, 50 units, 11 units/acre. Previous use: Retail.

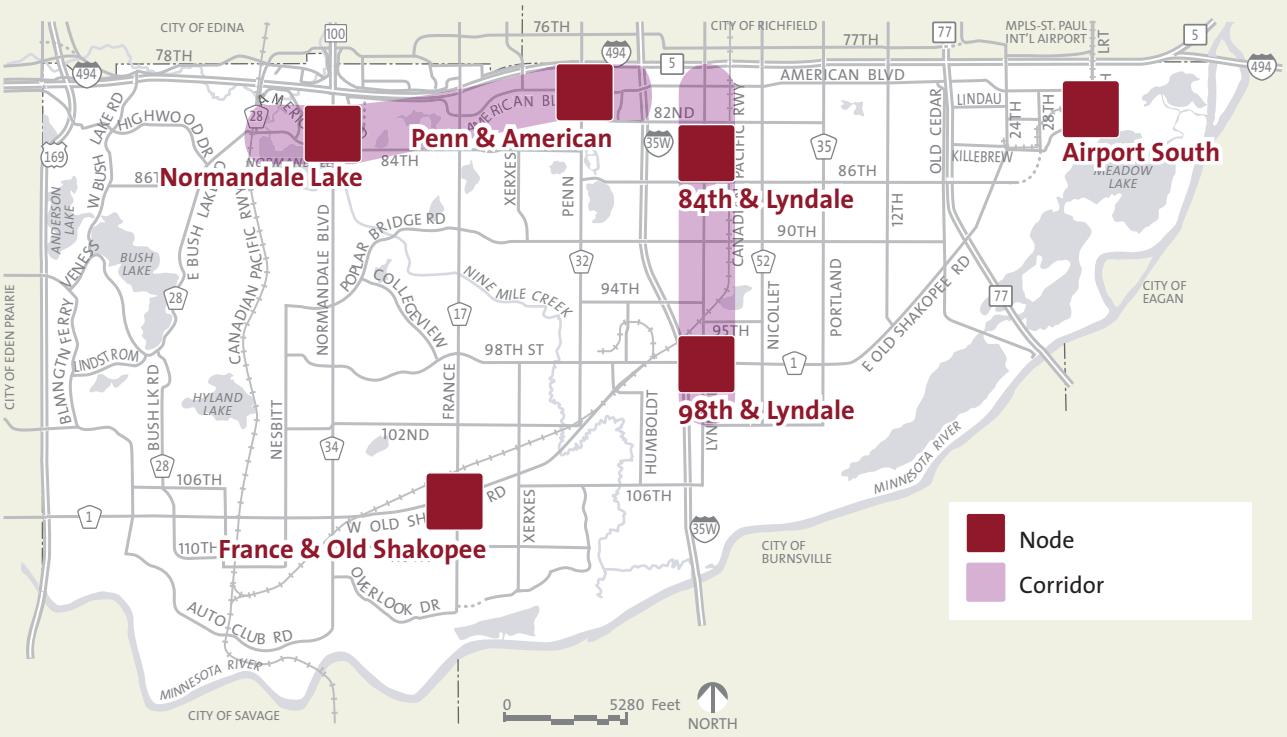
3.3 Redevelopment

Appropriate Redevelopment Locations

Given its stage of development, Bloomington's housing mix can change only through redevelopment. Due to the economics of redevelopment, most new housing units generated are likely to be multi-family (apartments, condominiums, senior housing). It is important that new multi-family housing be sited in appropriate locations. Placing multi-family housing in less amenable locations disadvantages residents and, given a finite demand for new housing within Bloomington, saps strength from City redevelopment efforts in other areas.

Creating new multi-family housing often requires the City to amend its guide plan or zoning. To ensure that multi-family housing is sited in appropriate locations, the City will control discretionary guide plan and zoning amendments to focus new high density housing at locations near transit, services, amenities and employment. City priority areas for new high density housing are depicted in ***Figure 3.7***, *below*. The City will also control guide plan and zoning amendments to focus new medium density housing (generally townhomes) in locations that are served by transit or that are likely to be in the future. The City's land use controls already allow easy integration of new housing in many commercial areas.

Figure 3.7 Priority Areas for Additional High Density Housing



Source: Bloomington Planning Division, 2008.

Guide Plan Redevelopment Support

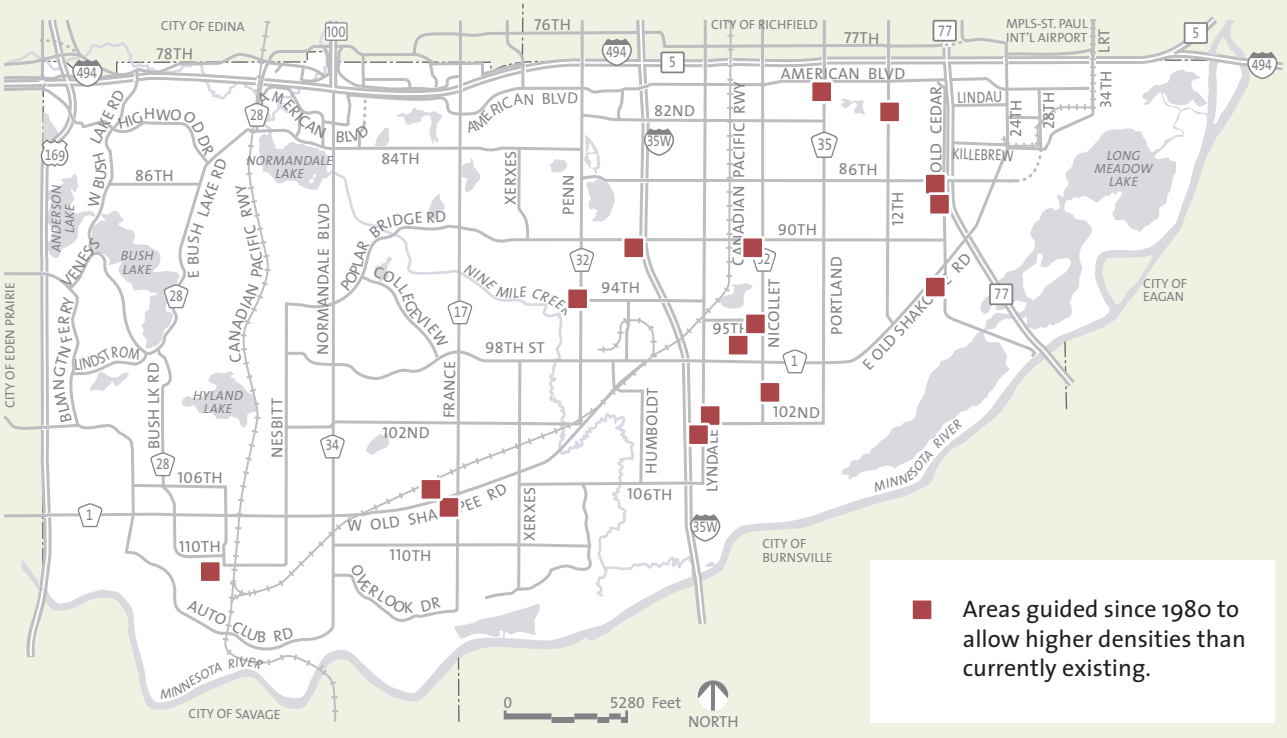
Since the adoption of the *1980 Comprehensive Plan*, Bloomington has guided selected residential areas of the city to require higher densities at the time of redevelopment than currently exist. These designations let developers know on the front end that the City will support redevelopment at higher densities in these areas if the developer is able to assemble sufficient land area. Having the property guided for higher densities up front reduces the uncertainty, risk, fees and timeline of redevelopment, thereby encouraging it.

***Figure 3.8**, below*, depicts areas that are guided for higher densities than currently exist. Areas were selected in 1980 for a variety of reasons, including location near transit, surrounding land uses, large lot sizes, and functional obsolescence. To date, market economics have not justified private acquisition and redevelopment of these areas and their redevelopment has not occurred. Market conditions may change enough in the future that private redevelopment of these areas becomes economically feasible.

Non-Residential to Residential

Since 2000, almost all new multi-family units have been developed on land that was formerly used in a non-residential fashion. At Bloomington Central Station, 263 Reflections condominium units were developed on land formerly occupied by office parking. Over 350 new units have been developed in the last 10 years along Lyndale Avenue on former commercial and industrial land. New multi-family units have also been recently developed on several church sites as well as on the land formerly occupied by Bloomington's City Hall. The City anticipates that the conversion of non-residential land for residential use will continue including at several neighborhood centers where reduced market demand for smaller retail uses may provide the impetus for redevelopment.

Figure 3.8 Residential Land Guided for Increased Density



Source: Bloomington Planning Division, 2008.

Presbyterian Homes Senior Housing Campus: Built 1984-2004, 312 units/beds, 27 units/acre.

Table 3.7 Senior Oriented Housing, 2008

Type	Units/Beds
Independent - Non-Subsidized	899
Independent - Subsidized	352
Assisted	132
Nursing Home Beds	685
Total	**2,068**

Source: Bloomington Planning Division.

Affordable Rental Housing

Until 2010, the Metropolitan Council considers rental housing to be affordable if a household earning 50% of the regional median household income would need to spend no more than 30% of its monthly income to afford it. For the period 2011-2020, the Metropolitan Council is changing its standard and will consider rental housing to be affordable if a household earning 60% of the regional median household income would need to spend no more than 30% of its monthly income to afford it. In 2007, a monthly rent level of $883 for a two bedroom unit was considered affordable. The affordability threshold for other rental units is listed in ***Table 3.8***, *right*.

3.4 Life Cycle Housing

As residents age, their housing needs and desires change. A typical resident's housing may progress from a parent's single-family detached home, to student housing during college, to a rented apartment, to a purchased condominium, to a single-family detached home to raise a family, to a townhouse as an empty nester and retiree and finally to an assisted living facility. Bloomington's intent is to encourage the development of housing to serve each stage of life, allowing residents to remain in Bloomington their entire lives. (See ***Table 3.7***, *left*.)

With a diverse housing supply at various price points, Bloomington compares favorably to most cities in regard to meeting housing needs throughout the life cycle. To ensure that Bloomington's housing stock continues to meet life cycle housing needs, the City will monitor market demands and adjust land use controls as necessary.

Unfortunately, some desired housing types may not be feasible in Bloomington due to high land values. For example, the City is aware that one level townhomes are in short supply. The market has provided little of this housing type in Bloomington because its lower density spreads the high cost of land across fewer units, raising the price per unit beyond what the market will pay.

3.5 Affordability

Bloomington provides a variety of housing choices to residents with varying needs and income levels. The City will continue to support the provision of affordable housing as an important element in building a strong community and in helping the region to meet its housing needs.

Table 3.8 Affordable Housing Levels, 2007

Metrowide median family income for 2007		$78,500
Household Income Level	**Affordable Home Price**	**Affordable Rental Rate Per Month**
80% of area median income ($62,800)	$206,800	
50% of area median income ($39,250)		$687 Efficiency or single-room occupancy unit $736 1-bedroom unit $883 2-bedroom unit $1,020 3-bedroom or larger unit

Source: Metropolitan Council.

Affordable Owned Housing

Until 2010, the Metropolitan Council considers owned housing to be affordable if a household earning 80 percent of the regional median household income would need to spend no more than 30 percent of its monthly income to afford it. For the period 2011-2020, the Metropolitan Council is changing its standards and will consider owned housing to be affordable only when a household earning 60% of the regional median household income would need to spend no more than 30% of its monthly income to afford it. In 2007, any living unit with a sales price below $206,800 is considered affordable.

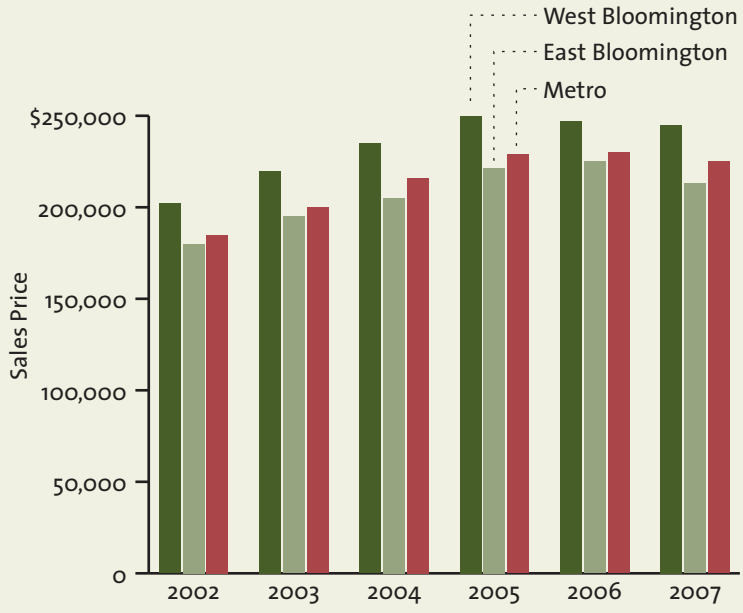
Owned Housing Costs

Sales price data is tracked by the Minneapolis Area Association of Realtors, which divides Bloomington into an eastern and western market with I-35W as the dividing line. In 2007, the metrowide median sales price of $225,000 was lower than the median sales price in western Bloomington ($245,000) but higher than the median sales price in eastern Bloomington ($213,000). From 2002 to 2007, median sales prices in both eastern and western Bloomington increased at a slower rate than did the metrowide median sales price. (See ***Figure 3.9***, *below*.)

Rental Housing Costs

Rental rates in Bloomington are tracked by an annual survey by the Bloomington Housing and Redevelopment Authority. The results of the 2007 survey are depicted in ***Table 3.9***, *page 3.12*.

Figure 3.9 Median Sales Price, 2002 - 2007



Source: Minneapolis Ar ea Associa tion of R ealtors. Includes single-f amily, townhomes, condos and twin homes.

Affordable Housing Allocation

State Law requires cities to plan for "adequate housing opportunities to meet existing and projected local and regional housing needs" and to "promote the availability of land for the development of low and moderate income housing." The Metropolitan Council estimates the region's overall need for new affordable housing units and allocates that need among the region's communities using four criteria:

- Household growth potential;
- Ratio of local low-wage jobs to low-wage workers;
- Current provision of affordable housing; and
- Transit service.

Using this process and adjusting for forecasted growth levels, the Metropolitan Council's affordable housing allocation for Bloomington is 961 additional affordable housing units between 2011 and 2020.

Phase I AHEPA Subsidized Senior Housing: Built 2000, 41 units, 27 units/acre.

Affordable Housing Creation Strategies

To facilitate the addition of at least 961 new affordable housing units between 2011 and 2020, Bloomington will pursue multiple strategies to promote affordable housing including:

- Committing local financial resources;
- Seeking non-local financial resources;
- Considering planned development flexibility or amendments to official controls to allow increased density;
- Considering planned development flexibility on development standards to reduce development costs; and
- Considering *City Code* amendments to allow accessory dwelling units.

As a built out city where new units will compose only a small percentage of the housing stock, Bloomington recognizes that by far the largest determinant on the percentage of the city's housing that is affordable will be what happens to the prices of existing units.

Table 3.9 Rental Units/Rental Range, 2007

	Number of Bedrooms				Citywide
	Efficiency	**One**	**Two**	**Three**	
Rental Units (from CAC)	354	4,711	4305	478	9,848
Percent of Total	3.6%	47.8%	43.7%	4.9%	100.0%
	Rental Range per Month				**Citywide**
Low	$425	$561	$567	$757	$425
High	$796	$1,467	$1,869	$1,919	$1,919
Average	$613	$739	$975	$1,375	$1,038
Median	$615	$724	$903	$1,419	$915

Source: Bloomington Housing and Redevelopment Authority Sample Survey: 66.6 percent of all units were surveyed (6,561 units represented in the survey). All figures reflect gross rent. Subsidized units are not included in this analysis.

Table 3.10 Subsidized Housing, 2008

Unit Type	Number
Large Family: 3 or More Bedrooms	259
Small Family: 2 Bedrooms	359
Seniors: 1 bedroom	467
Special Needs: Handicapped	261
Special Needs: Battered Women, etc.	53
Total subsidized units	**1,399**
Special Needs: Chemically Dependent, Adolescent	57
Group Homes: Mental Impairment	215
Total Group Home Beds	**272**

Source: Bloomington Housing and Redevelopment Authority.

Types of Affordable Housing

Overall, Bloomington will seek to add 961 new affordable housing units between 2011 and 2020. The City envisions these 961 units to be divided as follows:

- 500 affordable senior units which could include cooperatives, rental or affordable housing;
- 300 affordable rental units for families, individuals and persons with special needs; and
- 161 affordable homeownership units for families and individuals.

3.6 Preserving Housing Quality

Bloomington's foremost housing goal is to keep its 37,700 existing housing units in good condition. To achieve this goal, home owners will need to invest significant resources to maintain their homes, update them for modern needs and desires and, for many of Bloomington's older homes, replace major home components such as roofs, furnaces, siding and windows. Homeowners will not make these required investments if they do not have confidence in the future of their neighborhood and the community at large, or if barriers to reinvestment are present, including financial, health, know-how, time or language barriers.

Maintaining and Building Community Confidence

There are many attributes that impact confidence in a community. A desirable community is safe, clean and attractive; it has connected, informed, active and healthy residents; a social and cultural base, good schools, quality infrastructure and parks, nearby shopping, respected governance and many employment opportunities. Fortunately, Bloomington has these attributes today. To ensure continued confidence in Bloomington neighborhoods and in the City as a whole, Bloomington will pursue a variety of actions to maintain and build on these attributes.

The City will continue to closely monitor code compliance and require owners to maintain their property to the standards in the City Code and the Property Maintenance Code. In addition to complaint driven enforcement, the City will also continue with systematic enforcement with the goal of maximizing Code compliance. Bloomington's Time-of-Sale Inspection Program will continue to address hazardous code deficiencies when an owner occupied home is sold. The City will encourage increased communication with neighborhood groups on code enforcement issues through its Neighborhood Block Booster program, which is designed to solicit the input of neighbors in identifying problem properties.

As property owners maintain private property, the City will keep the existing public physical infrastructure well maintained and target physical improvements in the areas of highest benefit. While cracked sidewalks, broken curbs, and potholes in streets can discourage property owners from making improvements on private property, a well maintained physical infrastructure and new public investment can spur neighborhood confidence and private investment.

To ensure that the City's many commercial areas remain desirable and attractive and have a positive impact on surrounding residential areas, the City will enforce Code standards in commercial/industrial areas and the City and HRA will continue to assist in spurring commercial redevelopment in

New house created using HRA assistance.

Removing Reinvestment Barriers

As with a lack of confidence in the future of one's neighborhood or community, reinvestment can also be hindered by a variety of barriers including financial, language, know-how, time and health. To encourage reinvestment, Bloomington will reduce reinvestment barriers through a variety of actions, including:

- Home improvement loan programs;
- Information in various languages;
- Translation assistance as homeowners navigate the permitting process;
- Linking property owners with training, contractors and improvement ideas;
- Organizing and publicizing volunteer programs available to assist homeowners who are unable to maintain their property due to health/age reasons.

Before and after photos of home that was repaired using the HRA Home Improvement Deferred Loan Program.

Obsolete Housing

In some cases, housing has become functionally, physically or locationally obsolete to the extent that reinvestment does not make financial sense. In these cases Bloomington will work with property owners to encourage redevelopment.

high priority areas. Between 2000 and 2008, City/HRA assisted commercial redevelopment has occurred at France and Old Shakopee and at 84th and Lyndale. Similar efforts are currently underway at Penn and American. In order to monitor neighborhood conditions and identify signs of decline in their earliest stages, the City will track changes in stability indicators such as property values, crime levels, Code violations, foreclosure rates and rehabilitation levels. Information gathered will help identify areas to target for rehabilitation.

While City programs and investments can nurture community confidence, the full value of these investments can only be realized if current and prospective residents are aware of the available amenities and the amount of public and private investment directed into their neighborhood. Toward this end, the City will continue communication and marketing initiatives to let residents know of Bloomington's amenities and of the significant public and private investment that is being made and will continue to be made in their neighborhood. Communication will call attention to levels of public and private investment, provide information on available resources, and encourage residents to join their neighbors in maintenance and rehabilitation.

Social and cultural connections are vital for spurring housing reinvestment. One of Bloomington's attributes is that residents live here for a long time. A resident who is well integrated into a variety of local social and cultural networks is less likely to move and more likely to reinvest. To help build these connections and a sense of community, Bloomington will provide physical locations for social and cultural activities (such as the Art Center, Creekside Community Center, Normandale Lake Amphitheater and Old Town Hall), sponsor community festivals and get togethers, provide recreational and artistic programming, encourage neighborhood tool and service sharing, encourage block groups and community organizations, and use City communications to increase awareness of Bloomington history and to bring a human face to new members of the community.

To encourage healthy, active living for Bloomington residents and thereby increase community desirability and reinvestment levels, the City will implement its *Alternative Transportation Plan* to:

- Enhance its off-street trails network;
- Direct most new housing to locations within walking distance of services, amenities, transit and employment;
- Make biking and walking more feasible and safer citywide;
- Provide supportive recreational programming; and
- Encourage sustainable lifestyles through a variety of programs including a weekly farmer's market.

3.7 Goals, Strategies, Actions

The following implementation program describes the strategies and actions Bloomington will take to meet its housing goals.

Goal 1 Keep Bloomington's existing housing in good condition.

Strategy 1.1

Maintain and build community and neighborhood confidence.

- Continue to conduct both complaint driven and systematic enforcement of Codes in residential and non-residential areas.
- Continue the Community Enhancement Program to annually perform Code compliance sweeps in selected residential neighborhoods.
- Maintain owner-occupied housing condition through Bloomington's Time of Sale Inspection Program.
- Maintain rental housing condition through Bloomington's rental housing licensing and inspection program.
- Encourage increased collaboration with/education of neighborhood groups on Code enforcement issues through the Bloomington Block Booster program.
- Maintain public infrastructure in a manner that builds public confidence.
- Ensure Bloomington's scattered commercial areas serve as neighborhood amenities by enforcing Codes in and redeveloping/renewing neighborhood centers;
- Track changes in stability indicators to monitor neighborhood conditions and identify signs of decline at their earliest stages.
- Continue communication and marketing initiatives to let residents know of Bloomington's amenities and of the significant public and private investment that is being made and will continue to be made in their neighborhood.
- Provide physical locations for social and cultural activities.
- Sponsor community festivals and get-togethers.
- Provide recreational and artistic programming.
- Encourage neighborhood tool and service sharing.
- Encourage block groups and community organizations.
- Use City communications to increase awareness of Bloomington history and to bring a human face to new members of the community.
- Support anti-crime initiatives.

- Prepare a New Resident's Guide to familiarize residents with City property maintenance requirements.
- Continue the City's curbside cleanup program.

Strategy 1.2

Reduce barriers to reinvestment, including financial, language, know-how, time and health.

- Continue the HRA's Home Improvement Loan Program.
- Provide information on the development process in various languages.
- Increase education on Code requirements;
- Provide translation assistance to homeowners as they navigate the permitting process.
- Link property owners with training, contractors and improvement ideas.
- Organize and publicize volunteer programs available to assist homeowners unable to maintain their property due to health/age reasons.

Strategy 1.3

Redevelop functionally, physically or locationally obsolete housing for which reinvestment does not make financial sense.

- Identify pockets of functionally obsolete housing and consider redevelopment strategies.
- Continue the HRA's Blighted Properties Program.
- Require removal of hazardous buildings.

Goal 2 Guide new housing to appropriate locations.

Strategy 2.1

Encourage most new housing, especially high density housing, to locate near transit, amenities, services and employment.

- Adopt and implement official controls that encourage high density uses to locate in selected nodes (see ***Figure 3.7,*** *page 3.8*).
- Prepare District Plans to ensure appropriate locations for housing in selected nodes.
- Consider proximity to transit, amenities, services and employment when evaluating proposals for high density housing.
- Consider proximity to transit when evaluating proposals for medium density housing.

Goal 3 Provide at least 961 new units of affordable housing between 2011 and 2020.

Strategy 3.1

Pursue multiple methods of providing affordable housing.

- Commit local financial resources.
- Seek non-local financial resources.
- Consider planned development flexibility to official controls on a case by case basis to allow increased density.
- Consider flexibility on development standards on a case by case basis to reduce development costs.
- Consider City Code amendments to allow accessory dwelling units.

Strategy 3.2

Foster affordable housing of various types.

- Encourage 500 affordable senior units which could include cooperatives, rental or affordable housing.
- Encourage 300 affordable rental units for families, individuals and persons with special needs.
- Encourage 161 affordable homeownership units for families and individuals.

Strategy 3.3

Preserve existing affordable housing.

- As necessary, use available affordable housing resources to preserve housing with expiring federal rent assistance contracts.

Goal 4 Provide housing opportunities for all age groups.

Strategy 4.1

Promote the development of housing to serve the needs of current and future residents.

- Monitor housing supplies and demands to identify underserved needs.
- Consider amendments to official controls as necessary to promote additional housing to meet market needs.
- Consider the full life of the structure and the possibili ty of conversion to serve other age groups when evaluating development proposals.

Section 4

Transportation Element

4.1 Introduction

Mission Statement

Bloomington's transportation mission is to facilitate movement of people and goods efficiently, safely, cost effectively, and comfortably to any desired destination while, at the same time, seeking to minimize associated impacts on community livability and the environment. Transportation is not an end in and of itself, but rather one of many means to achieve a desirable and livable community. Toward this end, the City advocates a range of transportation infrastructure (roadways, transitways, walkways, bikeways, railways and flyways), to support a variety of vehicles, each operating successfully side by side and in a manner that minimizes conflicts with surrounding land uses.

Bloomington is near fully developed and the existing roadway network is essentially complete. Today's primary transportation planning focus is not on building new roads on new alignments but on renewing, managing, and improving the existing transportation system and coordinating with development to appropriately size roadway capacities, improve the pedestrian/cyclist system, create transit supportive developments, increase safety, advocate for transit improvements and cost effectively maintain transportation assets. Bloomington endorses and will pursue a "Complete Streets" transportation system. "Complete Streets" consider the needs of all users and modes, including pedestrians, cyclists, motorists and transit users.

Transportation History

Until the mid-1800s, Minnesota's primary transportation corridors were not roads, but rivers. Native Americans traveled, settled, and traded along the Minnesota, Mississippi, and other area rivers for centuries. The first European explorers and settlers also relied primarily on the rivers. Early activity centers such as Fort Snelling, St. Paul, and Shakopee were sited based on their river accessibility. To augment river transportation between these early activity centers, overland trails were laid out. One of Bloomington's first roads originated as the trail connecting Fort Snelling with Shakopee, commonly referred to as the Shakopee Road. Today's Old Shakopee Road generally follows the alignment of this original trail.

The corner of 34th Avenue and American Boulevard, circa 2008.

Transportation Projects

The last decade has seen several significant transportation projects completed. In addition to numerous safety and capacity improvements throughout the City, the following projects were completed:

- Conversion of the at-grade intersections on U.S. 169 at Bloomington Ferry Road and Pioneer Trail to interchanges.
- Completion of the final link of the American Boulevard corridor with opening of the Lyle Berg Bridge over I-35W.
- Opening of Minnesota's first light rail transit (LRT) transitway connecting the Mall of America and Airport South with the airport and Minneapolis.
- Completion of the East Bush Lake Road Bikeway connecting Normandale Lake Park (at Chalet Road) with Bush Lake Beach, Hyland Park, the Forest Glen Road path and the 86th Street trails.
- Upgrading I-494 between U.S. 169 and MN 100.

In the 1850s the government sold most of the land that currently comprises Bloomington to settlers who started farms. It then became necessary to have a roadway system to support the movement of goods and people between farm and market. Dirt roads for horses and wagons were established primarily along the section lines.

Today, the original section roads, such as Portland, Lyndale, Penn, France, and Normandale, each spaced one mile from the previous, have become primary north-south streets in Bloomington. Primary east-west streets, such as 86th St. and 102nd St., were first constructed as section roads.

Without bridges over major rivers, travelers relied on ferries. The "Bloomington Ferry" was a major Minnesota River crossing for those traveling the Shakopee Road. As discussed in *Bloomington on the Minnesota* (1976, Judith A. Hendricks, Editor), the Bloomington Ferry was established in 1852 at a spot long used by Native Americans for fording horses. When Bloomington's first Minnesota River bridge, the "Bloomington Ferry Bridge," was completed at the same spot in 1890, the ferry went out of business and the ferryman became the bridge watchman. A second Minnesota River bridge was completed at Cedar Avenue in 1892.

Over the years, Bloomington's original roads were upgraded from trails to dirt and gravel roads to paved roads. As farms were converted to development, especially in the 1950s and 60s, local streets were added and the section roads were expanded. In later decades, facilities for additional modes of travel were added.

4.2 Cyclists and Pedestrians

Bloomington adopted an Alternative Transportation Plan in 2008 to increase emphasis on travel by foot or cycle, to promote active lifestyles, to improve safety, to support sustainability, to promote "Complete Streets", and to improve connections between neighborhoods, transit, and recreational amenities. The plan emphasizes that the alternative transportation system must be balanced, diverse, and flexible enough to adjust to ever-changing needs of the community and that quality is as, or more, important than quantity for encouraging use.

Bloomington supports the provision of a high quality, transportation system for cyclists and pedestrians through its *Alternative Transportation Plan* as a way to:

- Provide a viable transportation alternative to residents who may not have access to an automobile, such as the young, the elderly, the poor, and the disabled;
- Provide an attractive alternative to the automobile, thereby reducing auto trips, air and noise pollution, resource consumption, wear and tear on roadways, and the need for roadway expansions and automobile parking;
- Provide recreational opportunities, thereby improving residents' health and well being;
- Support establishing school route plans;
- Provide more convenient access to transit;
- Interconnect properties, thereby allowing access to several destinations from one parking spot; and
- Enhance the quality of life in the city and meet the needs of individuals and families living, working, and recreating in Bloomington.

The *Alternative Transportation Plan* discusses existing and proposed trails, pedestrian-ways (sidewalks) and bikeways under various classifications that collectively form the backbone of the larger system. The plan is based on four key principles:

- Using destination trails to form a core system of high value recreation, fitness, and transportation trails across the city.
- Using linking trails and pedestrian-ways ("enhanced" sidewalks) as a means to connect the destination trails together, along with providing pedestrian-level transportation routes to principal destinations that cannot otherwise be reached by destination trails.
- Using bikeways to serve recreational, fitness, and commuting cyclists comfortable with riding on the road.
- Developing a system plan that is ambitious in its vision, yet realistic and achievable in the context of resources available to the City.

Existing System

The existing pedestrian/bicycle system consists of a variety of trails, bikeways, and sidewalks defined under various classifications. Each classification serves a particular purpose in meeting local needs.

- Destination trails will form the backbone of the trail system that loops the city and connects to adjoining communities and the Minnesota River.
- Linking trails will be primarily used as a means to connect neighborhoods and developed areas to the destination trail system.
- Pedestrian-ways and sidewalks work in concert with linking trails and are primarily used as a means to connect neighborhoods and developed areas to the system, and provide routes to and between various destinations within neighborhoods, including residences and schools.
- Bikeways augment, but do not take the place of, the trail and sidewalk system.
- Natural surfaced trails will be primarily used as specialty recreation features in natural areas.

System Comparison Guide (Typical Features)

Destination Trail

- 10 to 12 feet wide.
- Asphalt surfaced, located in greenway-type setting.
- Serves pedestrians and cyclists equally well.

Linking Trail

- 10 feet wide (8-foot minimum).
- Asphalt surfaced, located in street right-of-way setting.
- Serves pedestrians and cyclists equally well.

Pedestrian-way

- 6 to 8 feet wide.
- Concrete surfaced, located in road right-of-way setting.
- Serves pedestrians more than cyclists.

Bikeways

- 6-foot minimum width.
- Located on the road.
- Serve cyclists, but not pedestrians.

Existing Alternative Transportation System

Bloomington's existing and future bikeways are depicted in ***Figure 4.1***, *page 4.5*, while existing and future walkways are depicted in ***Figure 4.2***, *page 4.7*. The *Alternative Transportation Plan* contains additional information on existing and proposed cyclist/pedestrian facilities, policies and practices. Except in parks, facilities generally run parallel to the street system. While the majority of the City's minor arterial and collector streets (depicted in ***Figure 4.8***, *page 4.23*) are accompanied by sidewalks and/or trails, most of the City's local streets are not.

Assessment of Existing Sidewalk and Trail System

There are excellent sidewalk and trail resources within the city. Prime examples include the destination trails within Hyland Lake Park Reserve and around Normandale Lake, pedestrian-ways along American Boulevard, and natural surface trails along the Minnesota River. The primary sidewalk and trail weaknesses in need of improvement from the City's perspective are:

- **Sidewalks Directly Adjacent to the Streets**

  In some areas, sidewalks are constructed directly adjacent to collector and minor arterial streets, such as 82nd and 86th Streets. Such situations are highly undesirable for maintenance and roadway snow storage and water/salt spray makes the sidewalk inhospitable and difficult to use. In addition, proximity to higher volume traffic can discourage use of the sidewalk.

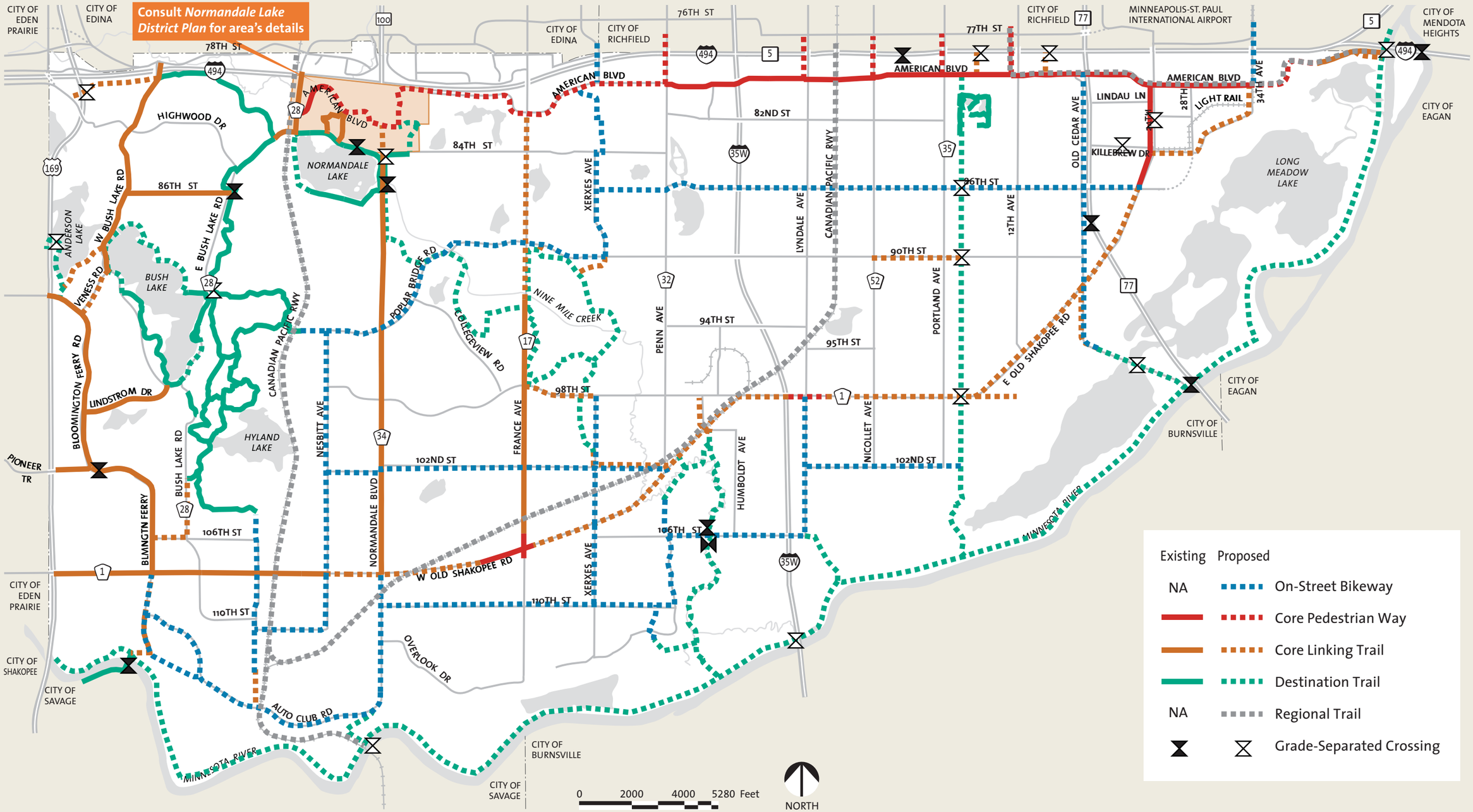
- **Freeways, Rivers and Other Natural Barriers Reduce Connectivity for Pedestrians and Cyclists**

  Freeways, rivers and streams that bisect and border Bloomington sometimes reduce connectivity to what would otherwise be easily accessible amenities and facilities. This situation can be improved through providing better pedestrian and cycle infrastructure at the time of freeway and bridge construction or reconstruction.

- **Pedestrian/Cyclist Environment**

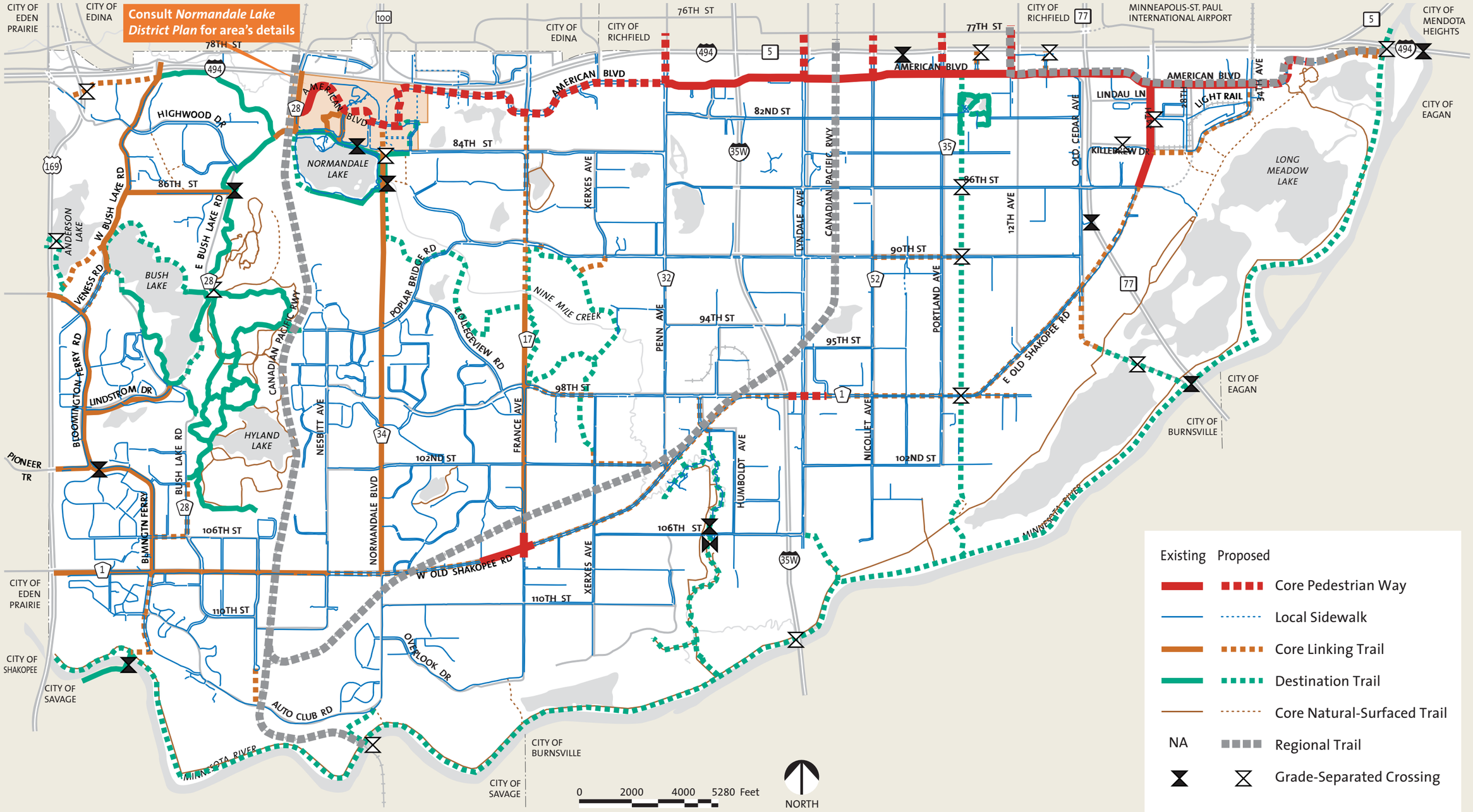
  Pedestrian connections between adjacent businesses are sometimes lacking, forcing customers to use roadways for very short trips. A lack of parking for cyclists at many businesses makes them less desirable to visit by this mode.

Figure 4.1 Bikeways



Source: Bloomington Engineering and Planning Divisions, 2008.

Figure 4.2 Walkways



Source: Bloomington Engineering and Planning Divisions, 2008.

Safety

As part of its focus on Complete Streets, Bloomington evaluates pedestrian and cyclist crash data. ***Figure 4.3***, *below*, depicts the location of reported cyclist and pedestrian crashes in the three years from 2004 to 2006.

Within this period, there were 31 reported crashes or an average of 10 reported cyclist crashes per year. The frequency of reported cycle crashes has dropped in number since the City's *Bikeway Plan* was prepared. Between 1971 and 1974 there was an average of 34 reported cyclist crashes per year. It is difficult to analyze the drop in reported cyclist crashes because there is no comparative data on the relative number of cyclist trips for the two time periods.

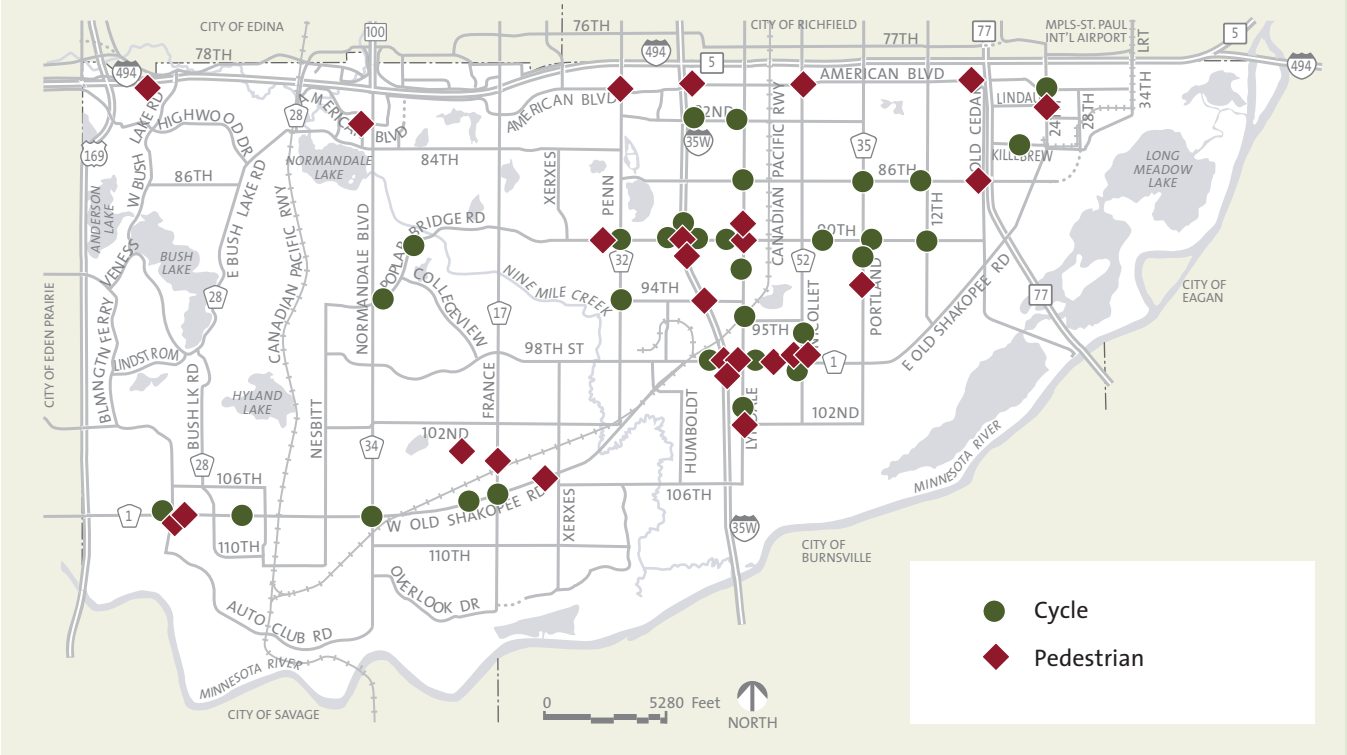
In the three years between 2004 and 2006 there were a total of 27 reported pedestrian crashes, or an average of nine per year. Pedestrian crash data has not been discussed prior to the 2000 Comprehensive Plan which makes it difficult to know if long-term trends are rising or falling.

Drawing conclusions from the location of cyclist and pedestrian crashes is difficult because of the lack of data on cyclist and pedestrian traffic levels. One could reasonably assume that an area with significantly more cyclist/pedestrian traffic would correspondingly have higher numbers of cyclist/pedestrian crashes. Still, analysis of cyclists/pedestrian crash locations can assist in identifying areas of highest priority for cyclists/pedestrian infrastructure improvements.

Factors that may account for the decrease in pedestrian and cyclist crashes include:

- A significant reduction in the number of school aged residents (from 22,000 in 1972 to approx. 13,000 in 2000);
- Improved cycle/rider safety features;
- Improvements to the infrastructure;
- Changing attitudes about public safety and the advisability of children traveling without adult supervision; and
- Decreased cyclist usage since the early 1970s energy crisis.

Figure 4.3 Reported Auto-Related Pedestrian and Cycle Crashes, 2004 - 2006



Source: Minnesota Department of Transportation, 2007.

Influencing Factors

The City also recognizes that numerous factors beyond actual pedestrian and cyclist infrastructure can have an influence on these trips. These factors and the City's role in positively shaping them include the following:

Weather – Minnesota's weather can be less than hospitable to pedestrian and cyclist trips for several months out of the year. The City has an important role to play in providing snow removal and in designing facilities to minimize negative impacts from snow storage.

Land Use – Well dispersed, pedestrian and cyclist oriented commercial nodes make these trips more feasible.

Building Orientation – Buildings that are set back from the road with large parking lots in front are uninviting for non-motorized traffic. Buildings close to, and oriented toward sidewalks, with parking in the rear or on the side, are more likely to encourage pedestrian and cyclist use.

Access Management – Every driveway creates conflicts for pedestrians and cyclists. Reducing the number of driveways and limiting movements from one or more directions improves pedestrian and cyclist safety and comfort while increasing vehicle safety as well.

Street and Parking Aisle Crossings – Crossings can be enhanced with design techniques such as refuge islands and curb extensions.

Public Education – The City plans to improve public understanding of available pedestrian and cyclist resources and guidance for safety through brochures, newsletter articles, and cable access TV programming.

Recommended Improvements

To improve Bloomington's cyclist and pedestrian transportation system, specific system improvements are shown in ***Figures 4.1*** (*page 4.5*), ***4.2*** (*page 4.7*) and ***4.14*** (*page 4.35*). The proposed sidewalks and trails should meet the design standards and guidelines outlined in the *Alternative Transportation Plan*. While sidewalks may be desired along all streets, the focus of sidewalk system improvements will be on those improving connectivity within the existing system, connecting to schools and improving safety at locations correlated with crash concentrations.

Non-motorized facilities immediately adjacent to roadways are undesirable for a variety of reasons. All newly constructed sidewalks/trails should be separated from the adjacent roadway when cost effective. As those roadways that have immediately adjacent sidewalks are reconstructed, the sidewalks should be separated when right of way or easements are available. In situations where no roadway reconstruction is anticipated in the foreseeable future, the City should pursue available resources to accomplish separation.

To provide better pedestrian and cyclist connections, freeway and interchange redevelopment should include pedestrian and bicycle accommodations. The City should also pursue grade separated pedestrian and bicycle crossings over high volume streets at locations of high pedestrian and/or cyclist traffic and where site characteristics (grades, access control, etc.) would lead to natural use of the grade separated crossing.

Most transit trips are not "door to door" trips so travelers use an additional mode (walk, cycle, or car) at one or both ends of the trip to complete the connection. As a result, transit is dependent on connections with facilities that support these alternate modes. Providing pedestrian and cycle facilities between transit and areas unserved or infrequently served by transit can encourage increased pedestrian, cyclists, and transit activity. Providing amenities (such as shelters and cycle locking facilities) at connection points also encourages these activities.

As parking lots are an integral part of the motor vehicle transportation system, so is the case with end of trip facilities that support alternative forms of transportation, especially bicycles. At the time of site plan review and approval, the City will require pedestrian and cyclist connections with public sidewalks and between adjacent commercial uses, as well as parking for cyclists. The city will design typical details for parking/locking facilities and guidelines for cycle parking requirements.

4.3 Transit

Existing Public System

The Metropolitan Council divides the region based on density into four levels of service, with Market Area I having the highest levels of service. The bulk of Bloomington is designated within "Transit Market Area II," while southwestern Bloomington is designated to be within "Transit Market Area III." The existing transit system in Bloomington consists of several bus routes and one LRT route, as depicted in ***Figure 4.4***, *page 4.13*. Frequency of service varies among the routes. Several routes operate only during peak morning and evening commuting times. ***Figure 4.5***, *page 4.15*, depicts the frequency and duration of transit operations. Transit service is offered by a variety of providers, including:

Metro Transit – A division of the Metropolitan Council, Metro Transit operates most scheduled bus service in Bloomington and the Hiawatha LRT. Metro Transit routes focus on taking riders to downtown Minneapolis and St. Paul or to sub regional transit hubs such as the Mall of America.

BE Line – Metro Transit's BE (Bloomington-Edina) Line service currently consists of two bus routes (538 and 539) that circulate through Bloomington and Edina between Southdale and the Mall of America.

Minnesota Valley Transit Authority – Minnesota Valley Transit Authority (MVTA) operates bus service in five communities south of the Minnesota River. Four of MVTA's routes stop at the Mall of America. Several additional MVTA routes follow I-35W through Bloomington although only one makes a stop in Bloomington.

Southwest Metro – Southwest Metro operates bus service in Eden Prairie, Chanhassen, and Chaska. Southwest Metro previously operated routes to the Mall of America and other Bloomington destinations, but does not currently operate routes stopping in Bloomington.

City of Bloomington – Bloomington, through its Human Services Division, offers group route, door to door bus service within Bloomington using two buses that are wheelchair lift equipped. Those eligible to use this service include older adults and people with disabilities. Others may ride based on availability. Primary service is to and from Creekside Community Center. Other personal trips may be scheduled based on availability. Fee assistance is available to those who qualify.

Bloomington School District – Bus service is provided for many Bloomington Public School students by the School District.

Transit Support

Bloomington supports the provision of a high quality transit system as a way to:

- Diversify transportation options and provide transportation to residents who do not have access to an automobile or choose transit as their preferred mode;
- Increase the number of potential employees with access to employment in Bloomington;
- Make other modes of transportation more effective;
- Manage congestion on area roadways;
- Increase economic vitality and promote additional economic development; and
- Conserve natural resources.

As transit changes are considered, Bloomington will work with transit providers to facilitate high quality transit service and address the deficiencies of the current system.

Park and Rides

The locations of existing park and rides in Bloomington are shown in ***Figure 4.4***, *page 13*. Bloomington has historically encouraged neighborhood park and rides dispersed throughout the city that utilize existing parking lots through agreements with land owners at minimal public cost. Religious assembly sites are particularly well adapted to shared use as park and rides due to their typically low parking demand during work days. Recently, Metro Transit has constructed two large park and rides in Bloomington: a surface lot at 98th St./Aldrich Ave. and a large parking ramp and surface lot at 28th Ave./82nd St.

While Bloomington has traditionally preferred high quality local bus service to the provision of large park and rides, the City also recognizes that Metro Transit may wish to construct additional large park and rides near transit stations as transitways and other high volume transit projects are developed. The development of new or expansion of existing park and rides should consider:

- Joint use or shared parking alternatives;
- Locations that minimize displacement of existing or future development (such as over public rights-of-way); and
- Locations that minimize traffic impacts on residential areas and support adjacent higher density mixed use development.

Metro Mobility – Metro Mobility, a division of the Metropolitan Council, offers door to door bus service for individuals with disabilities.

Private Services – Transit in Bloomington is also provided by numerous private taxicab companies, private disability transportation services, hotel and senior housing shuttles, subscription services, volunteer organizations and other private transit providers.

I-494 Commuter Services – While not a transit provider, I-494 Commuter Services provides a variety of transit assisting resources to residents, employees and employers in Bloomington and other communities along the I-494 corridor.

Transit Deficiencies

The primary transit deficiencies in need of improvement from the City's perspective are:

1. Lack of Suburb to Suburb Transit Connections – Existing transit service in Bloomington is designed primarily around transporting commuters to and from downtown Minneapolis. While this transit task is important, in recent years a large number of jobs have been generated outside of the downtown core. For example, current total employment in the cities of Bloomington, Richfield, Edina, Eden Prairie and at MAC/Ft. Snelling (the southern I-494 corridor) is 65 percent greater than the total employment in downtown Minneapolis. Current transit design makes it very difficult and time consuming for suburban residents to use transit to access employment or destinations in adjacent suburbs.

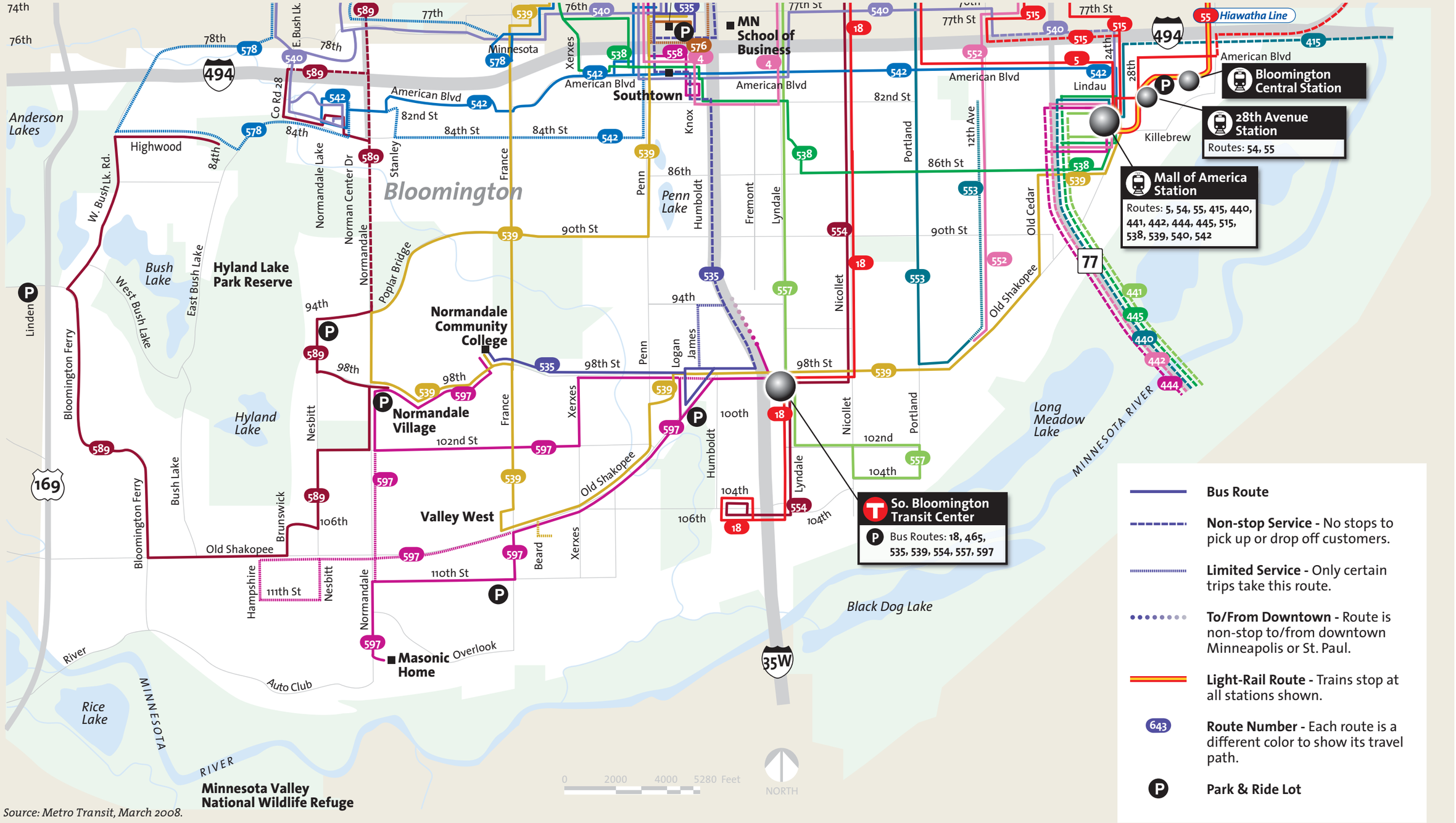
2. Lack of Service to Bloomington's Primary Employment Concentrations – Although the I-494/American Boulevard corridor has one of the region's densest employment concentrations, many parts of the corridor are not easily accessible by transit. Metro Transit's 540/542 east-west bus routes have been an important step in beginning corridor service, however these routes are circuitous and not well supported by north-south routes with easy connections. Many of the north-south routes with potential to support Routes 540/542 operate in directions and at times that do not match employee flow.

3. Frequency and Duration of Service – Most of Bloomington lacks the necessary frequency and duration of transit to make it a viable transportation option.

4. Directness of Service/High Travel Times – The circuitous nature of some Bloomington bus routes results in relatively high travel times compared to other modes and make travel by transit less intuitive.

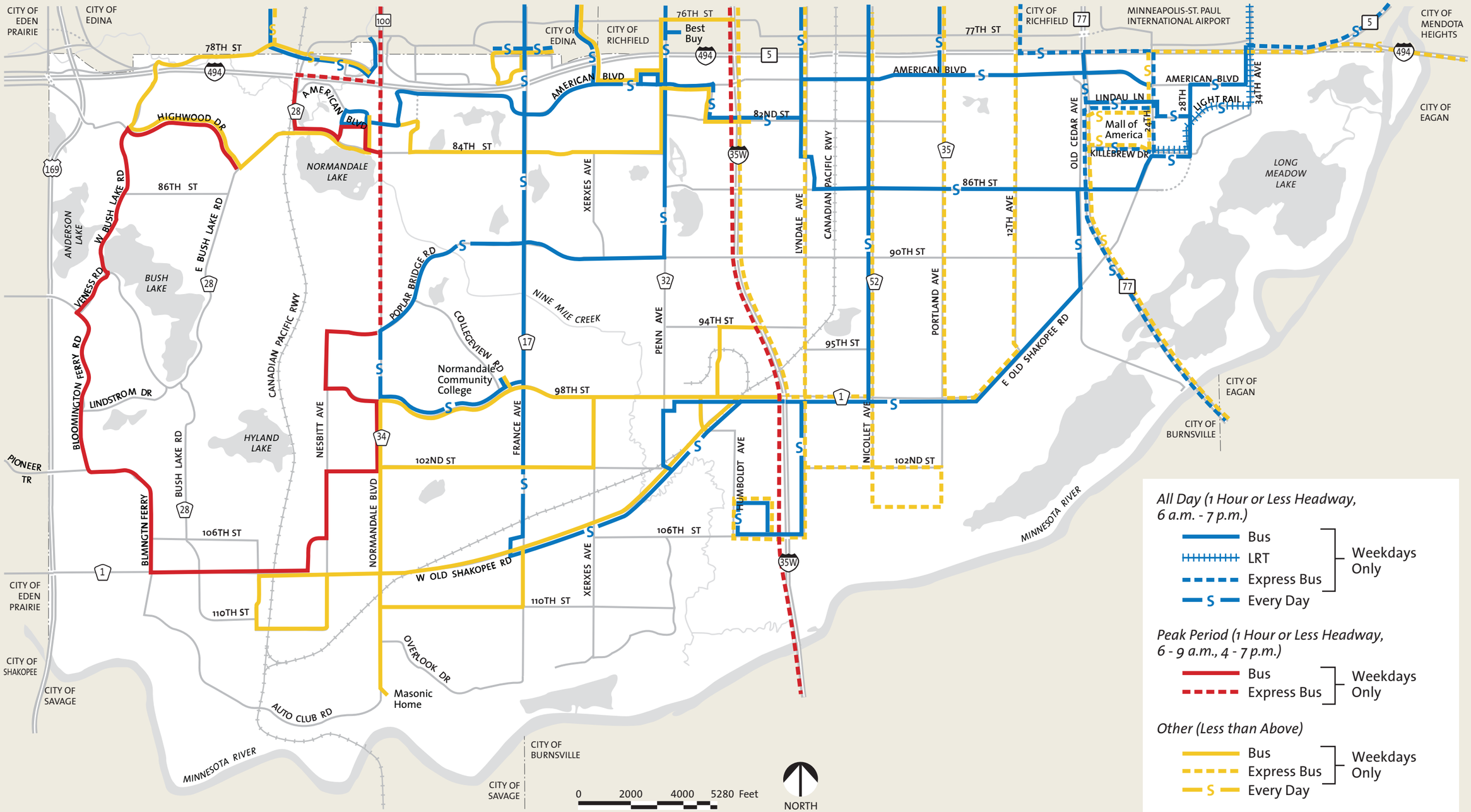
5. Waiting Facilities – Most transit stops lack shelter from inclement weather. Wait times, in addition to ridership, should be considered in selecting sites for shelters.

Figure 4.4 Existing Transit Routes and Large Park and Ride Lots



Source: Metro Transit, March 2008.

Figure 4.5 Transit Route Level of Service



All Day (1 Hour or Less Headway, 6 a.m. - 7 p.m.)

- Bus
- LRT
- Express Bus
- S — Every Day

(Weekdays Only)

Peak Period (1 Hour or Less Headway, 6 - 9 a.m., 4 - 7 p.m.)

- Bus
- Express Bus

(Weekdays Only)

Other (Less than Above)

- Bus
- Express Bus
- S — Every Day

(Weekdays Only)

Source: Metro Transit, June 2007.

Planned Transit Improvements

Significant transit improvements planned for Bloomington include:

Hiawatha LRT Improvements

Metro Transit, in partnership with the Bloomington Port Authority, is planning to construct an additional Hiawatha LRT Station in 2009 at American Boulevard and 34th Ave. The station will include a northbound platform north of American Blvd. with the southbound platform south of American Boulevard. This station will be a critical component in supporting high density, mixed use redevelopment in the eastern Airport South District. Metro Transit also plans to expand Bloomington LRT station platforms by 2010 to accommodate three car trains rather than the current two cars.

Cedar Avenue BRT

The Metropolitan Council and Dakota County plan to create a bus rapid transit (BRT) system linking Eagan, Burnsville, Apple Valley and Lakeville with Bloomington and the Hiawatha LRT line. The 16-mile line would extend from Highway 70 in Lakeville to the Mall of America LRT Station. Implementation will be phased beginning in 2010 as funds become available. Cedar Avenue BRT will improve the transit accessibility of Bloomington's Airport South District and the I-494 corridor.

I-35W BRT

The Metropolitan Council plans to create a BRT system linking Lakeville, Burnsville, Bloomington, Richfield and Minneapolis along I-35W. In Bloomington, BRT stations/stops are planned at 98th Street and near the I-494 corridor. Implementation will occur over time as funds are received and highways rebuilt. BRT-like service (frequent service, limited stops) has already commenced in the corridor in the form of Metro Transit Routes 535/597 and Minnesota Valley Transit Authority Route 465.

I-35W BRT service is a vital part of improving the transit accessibility of Bloomington employment. The success of BRT in supporting Bloomington employment trips will depend heavily on having user-friendly connection opportunities with direct east-west routes in the I-494 corridor. To best support east-west transit, Bloomington recommends that the planned online BRT station in the I-494 Corridor be located at or near American Boulevard rather than at 82nd Street.

Did you know?

- More Minneapolis and St. Paul residents work in Bloomington than Bloomington residents work in Minneapolis and St. Paul.
- The official name for the "Twin Cities" metropolitan area as assigned by the U.S. Census Bureau is the "Minneapolis-St. Paul-Bloomington Metropolitan Statistical Area."

Regional Transitway Network

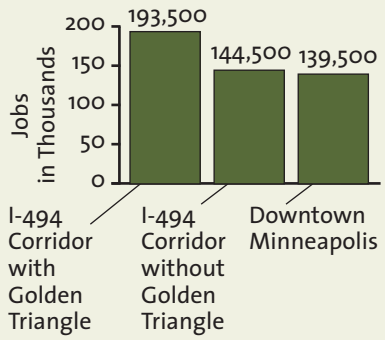
While not in Bloomington, the planned addition of the North Star Commuter Rail Transitway from Downtown Minneapolis to Big Lake, the Central Corridor LRT Transitway from Downtown Minneapolis to Downtown St. Paul and the Southwest LRT Transitway from Downtown Minneapolis to Eden Prairie will benefit Bloomington by expanding the existing Hiawatha LRT Transitway into a network of integrated transitways. The Southwest LRT Transitway will potentially provide LRT stations and park and ride opportunities near western portions of Bloomington.

I-494 Employment Corridor

The I-494/American Boulevard employment corridor through Bloomington and adjacent cities is one of the most logical and vital corridors in the Twin Cities for transitway planning. A recent Metropolitan Council presentation identified only eight employment concentrations in the Twin Cities with over 40,000 jobs. Three of those eight concentrations line the I-494 corridor between the MSP airport and Eden Prairie. Together, these three concentrations include 193,500 jobs. By comparison, downtown Minneapolis has 139,500 jobs, see ***Figure 4.6***, *below*.

In addition to current employment, the cities of Bloomington, Richfield, Edina and Eden Prairie, as well as MSP, plan to concentrate considerable additional commercial and residential growth within the corridor over the next 20 years. Existing high employment levels, forecast commercial and residential development, numerous redevelopment opportunities and the highly linear nature of the corridor combine to make a transitway connecting the Hiawatha and Southwest LRT lines a natural fit.

Figure 4.6 Employment Center Comparison



Source: Metropolitan Council, 2007.

Desired Transit Improvements

Bloomington advocates focusing regional transitway investments within existing high density corridors. Additional transit improvements desired by the City of Bloomington include:

I-494 Transitway

As a regional system of transitways is developed in the Twin Cities, a new transitway paralleling the I-494/American Boulevard employment corridor and linking the Hiawatha and Southwest LRT lines will be a vital and necessary component. Although completion of such a transitway may be 20 to 40 years in the future, planning for it needs to start today. Bloomington advocates; 1) that the Metropolitan Council include an I-494/American Boulevard transitway in its regional plans and 2) that a study be prepared to determine an alignment and mode for the transitway.

Until a transitway can be created, Bloomington advocates creation of limited stop bus service along I-494 to facilitate suburb to suburb transit trips. The service would transport riders between stations or transfer points along the corridor where they would be able to transfer to/from local and express routes.

I-35W BRT Stations

The present I-35W BRT plans anticipate two Bloomington stations, an online station near the I-494 Corridor/American Boulevard and second station at 98th Street. To provide efficient transfers with east-west bus routes, Bloomington advocates that the online station near the I-494 corridor be located at or near American Boulevard rather than at 82nd Street. Locating the station at 82nd Street would require east-west buses to use 82nd Street rather than American Boulevard between Knox and Lyndale Avenues, thereby increasing travel time and operating costs for east-west routes. An 82nd Street location would also reduce the potential land use benefits of the station and would increase walking times from the Penn-American redevelopment area. Bloomington also advocates an online BRT station at 98th Street.

Local Service

As transit funding grows, Bloomington advocates additional local bus service. One notable location for improved bus service is along Lyndale Avenue, where over 350 new multi-family dwelling units have been added within the last ten years.

Freeway Transit Facilities

Bloomington advocates regionwide inclusion of and dedication of right of way for transit supportive facilities including HOV ramp meter bypasses, bus lanes and online stations.

Alternative Transportation Facilities

Bloomington advocates the provision of alternative transportation facilities, such as paved loading areas, bicycle racks and bicycle lockers, at transit stops to promote cycling, reduce bus loading/unloading time, free rack capacity on buses and reduce bicycle locking in undesired locations.

Transit Support

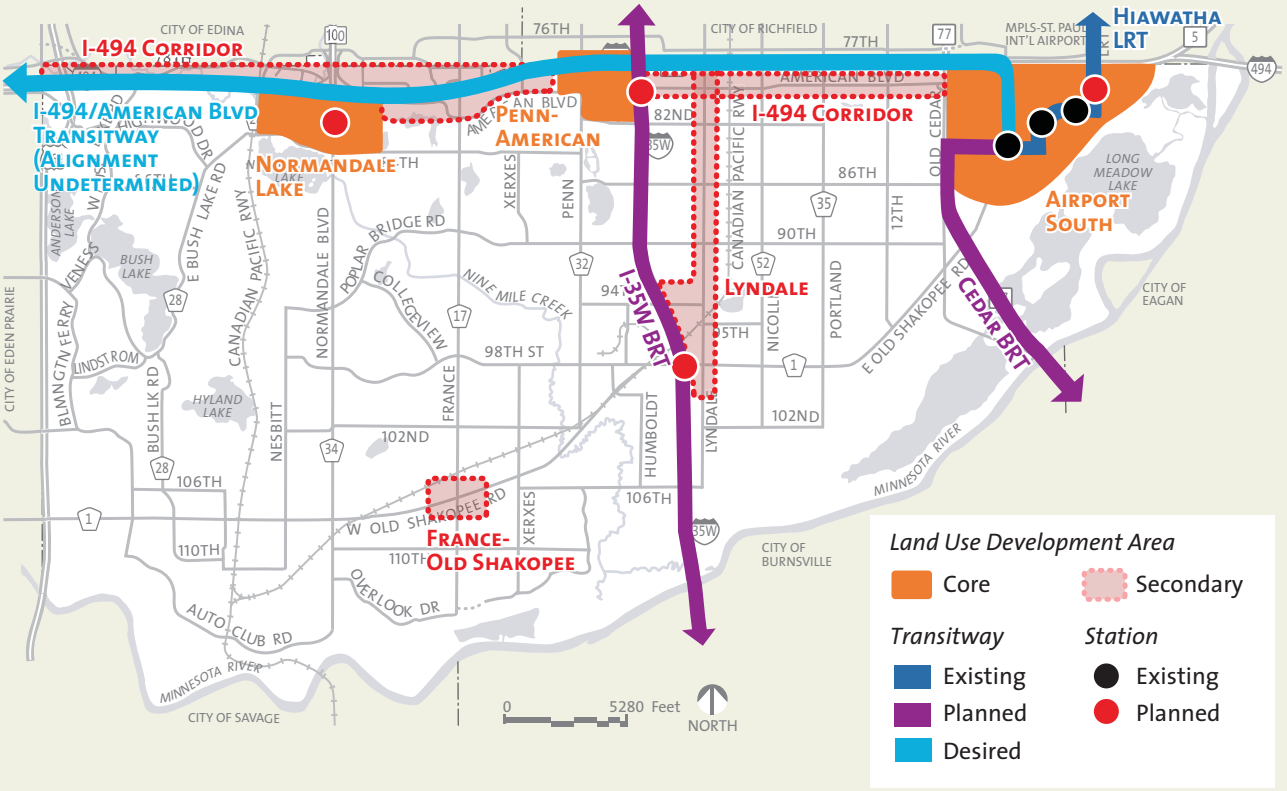
To do its part in supporting a quality transit system, Bloomington will:

- Focus additional development and redevelopment in locations that are easily served by high quality transit (see ***Figure 4.7**, below*).
- Provide quality infrastructure connections between transit stops and origins/destinations.
- Use official controls where appropriate to require new development to be transit-friendly (reduced setbacks, streetside entrances, on-site sidewalks, transit shelter easements, pedestrian ways separated from drive aisles).
- Continue to evaluate its TDM policies and practices, including transit components, to determine effectiveness, react to new opportunities and lead the region in innovative practices.
- Create a citywide bikeway system that improves access to transit.

Transit Success

The success of a transit route is heavily dependent upon the land use and density along the route as well as the availability of connections between the transit stop and the destination. While transit providers control route locations and service characteristics, cities control land use, density and the infrastructure connecting transit stops and destinations.

Figure 4.7 Land Use – Transit Relationships



Source: Bloomington Planning Division, 2008.

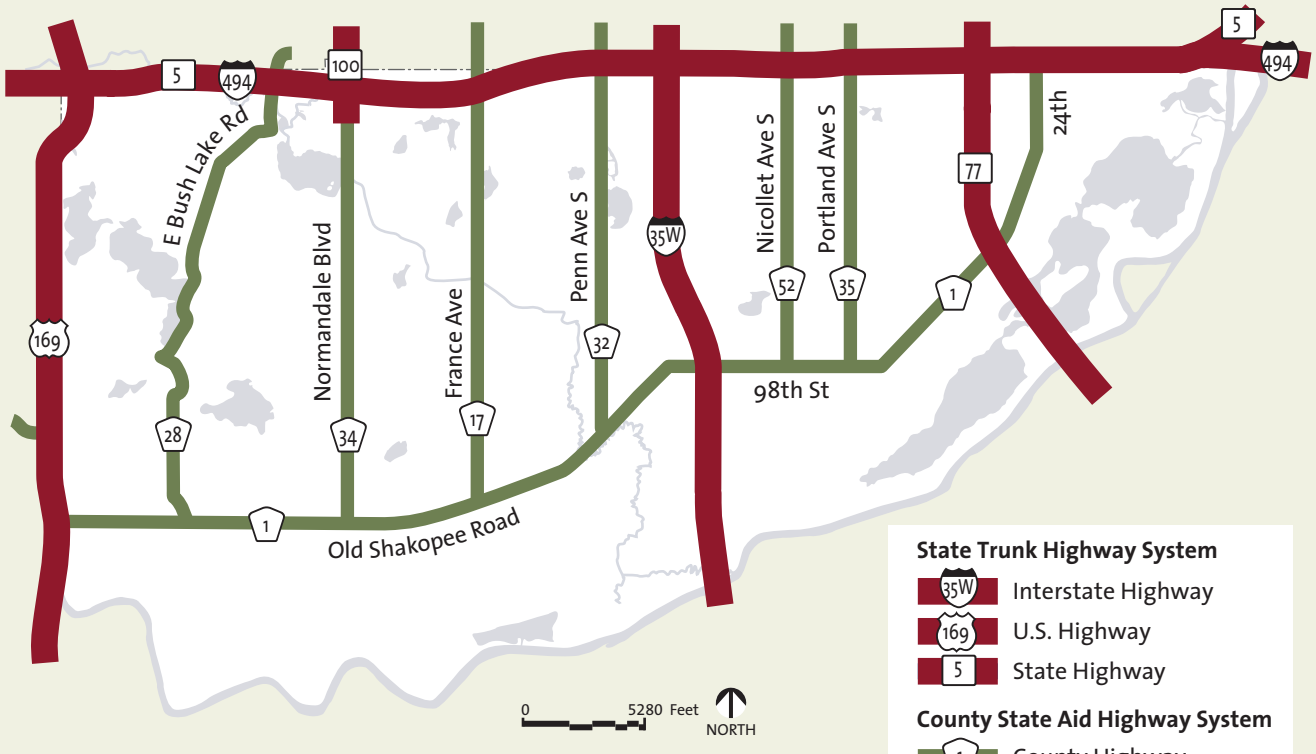
4.4 Roadways

Roadways serve two major functions: to provide mobility and to provide land access. From a design standpoint, these functions are divergent. To accommodate these equally necessary but incompatible functions, a hierarchy of roads has been developed which is commonly referred to as functional classification. Each roadway has its service to perform and needs to be designed accordingly, from the local residential roadway that accommodates frequent driveways to the multi-lane freeway with well-spaced, grade separated interchanges. ***Figure 4.8***, *page 4.23*, depicts the functional classification of roadways in Bloomington.

The typical characteristics of each classification of roadway are described in ***Table 4.1***, *page 4.25*. These characteristics can and do vary, however. While the table provides a general feel for the relative purpose and role of each classification, individual roadways can depart from these typical characteristics in some circumstances.

Figure 4.9, *page 4.27*, depicts the number of through lanes for roadways in Bloomington. Jurisdiction over roadways in Bloomington is held by the City, County, and State. Generally, the Minnesota Department of Transportation maintains the interstate and trunk highway system on behalf of the State, Hennepin County maintains the County State Aid Highway system, and the City

Figure 4.10 Roadway Jurisdiction



Source: Bloomington Traffic Engineering Section, 2007.

maintains the remaining public roadways. ***Figure 4.10***, *page 4.20*, depicts roadways within Bloomington under State and County jurisdiction.

A system of streets within Bloomington (shown in ***Figure 4.11***, *page 4.29*) receive funding collected by the State of Minnesota. These streets:

- Carry relatively higher traffic volumes or are classified as collector or arterials.
- Connect shipping points, markets, schools, industrial areas, recreation areas and other traffic generators.
- Provide and integrated and coordinated system affording, within practical limits, a network consistent with projected traffic demands.

The State Aid Program and System is governed by a statewide board that develops policies and procedures for the use of the funds.

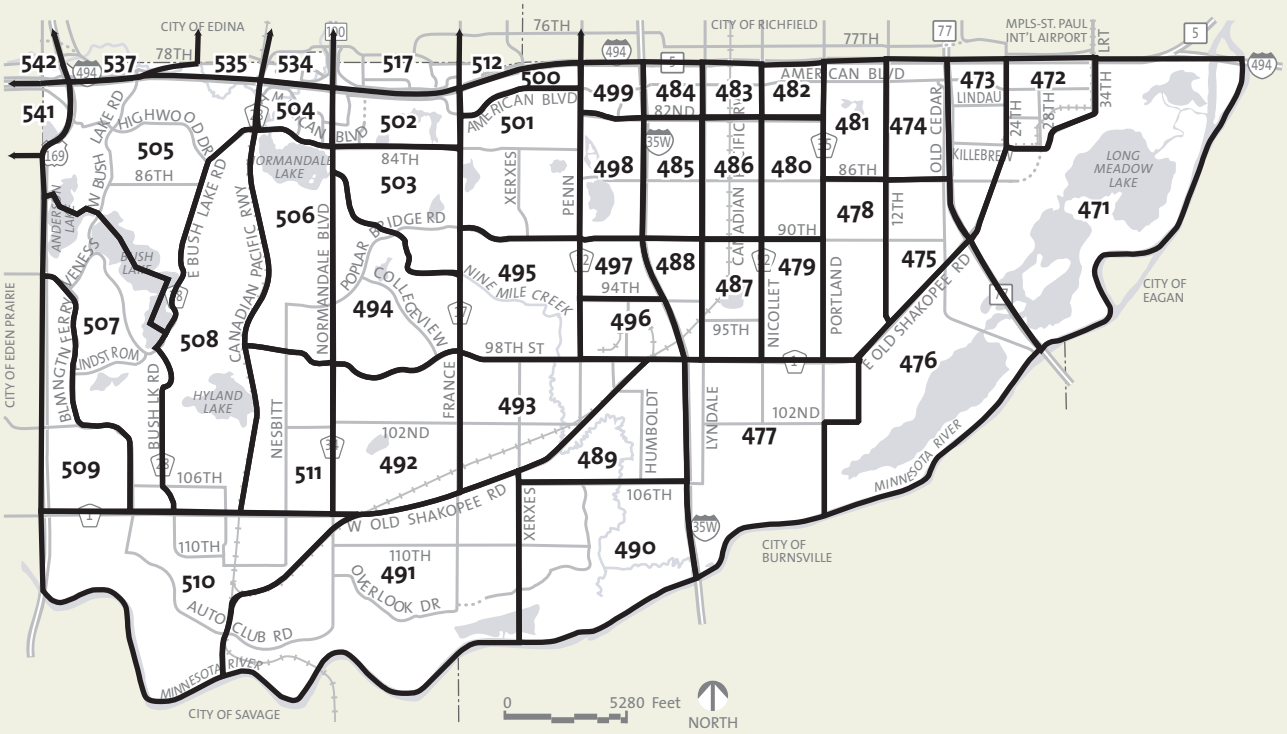
The City's Engineering Division has prepared average daily traffic forecasts for the year 2030 for Bloomington's arterial and collector streets. These 2030 forecasts along with year 2006 volumes are depicted in **Figure 4.12**, *page 4.31*. The forecast methodology used multiple data inputs and considered anticipated land development and other trip generation factors. Some of the 2030 forecasted volumes were calculated by using an annual trip growth rate. Some forecasts were developed from anticipated changes of land use/trip generation in the travel shed. In addition, some of the calculated forecast volumes were adjusted because of planned modifications to the existing infrastructure.

Some collector roadways are forecast to experience slow traffic volume growth in the next 20 years. Generally the proposed width of street sections and rights-of-way should not be diminished in those instances as future decades could see a new generation of redevelopment and transportation needs, including new and alternate travel modes (i.e. transit, cycles), in addition to the need to accommodate greater traffic volumes.

The Bloomington 2030 travel forecasts do not differentiate or assign modal splits. The availability of alternate mode trip accommodation in Bloomington is anticipated. Although alternate modes are a very important and forward looking component of the transportation system within the region and within Bloomington, the percentage of trip miles carried is likely to remain low outside of the major transit corridors and will not eliminate the need for roadway capacity. Bloomington recognizes that ongoing telecommunication improvements are likely to have an impact on travel patterns and that future traffic levels are therefore difficult to accurately predict.

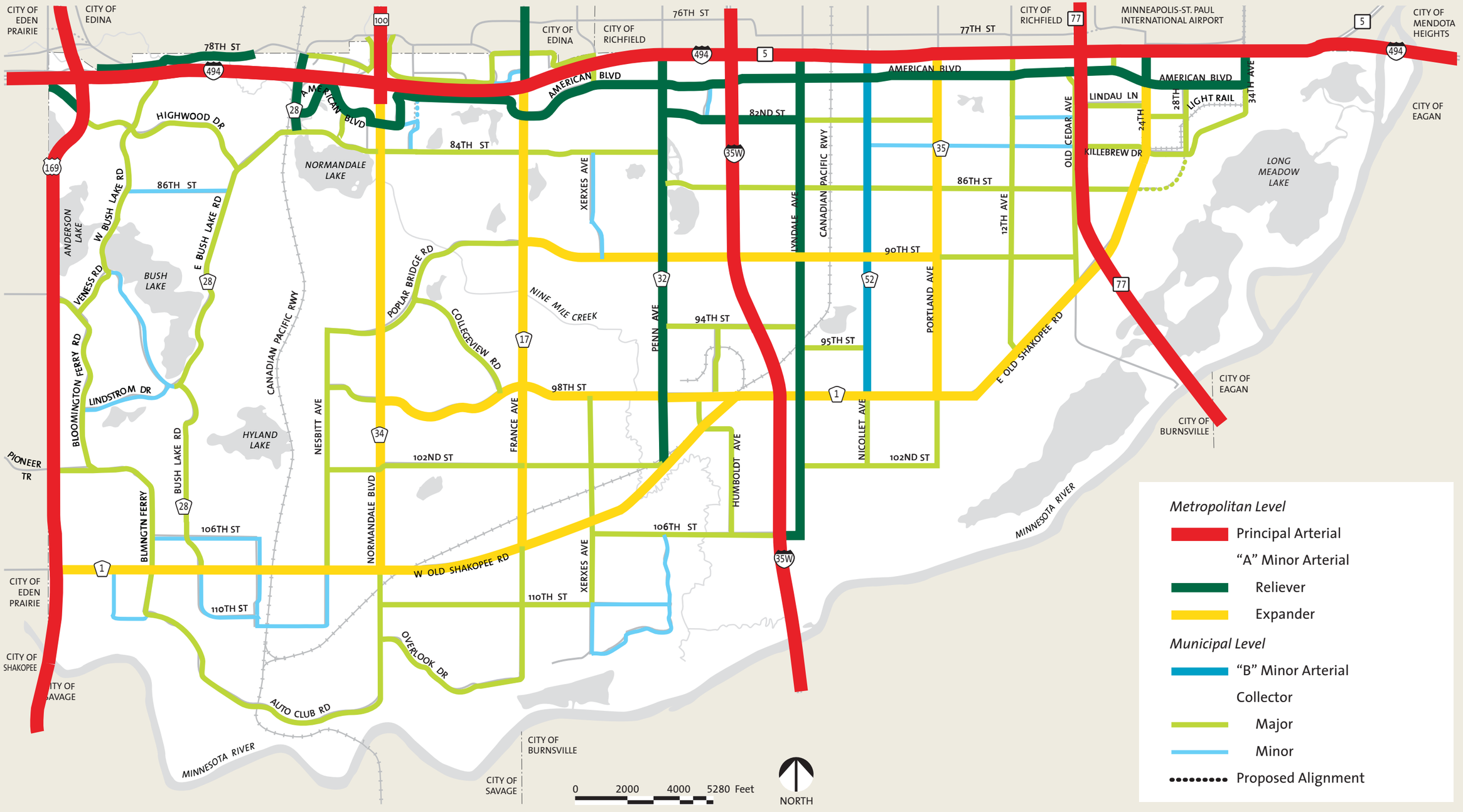
Traffic forecasts on the regional roadway system are prepared by the Metropolitan Council. To assist the Metropolitan Council in preparing regional traffic forecasts, ***Table 4.2***, *page 4.33*, depicts the City's household, population, and employment forecasts out to the year 2030 broken down by traffic analysis zones for easy insertion into the regional model. Traffic Analysis Zone boundaries are depicted in ***Figure 4.13***, *page 4.22*.

Figure 4.13 Traffic Analysis Zones (TAZ)



Source: Bloomington Traffic Engineering Section, 2007.

Figure 4.8 Functional Roadway Classification, 2008



Source: Bloomington Engineering Division, 2008.

Table 4.1 Functional Classification System Criteria and Characteristics

Criteria and Characteristics	Principal Arterial		Minor Arterial ("A" or "B")	Collector	Local
	Freeway	Other Principal Arterial			
Place Connections	Interconnect the metro centers and regional business concentrations, important transportation terminals and large institutional facilities within the MUSA.	Interconnect the metro centers and regional business concentrations, important transportation terminals and large institutional facilities within the MUSA.	Provide supplementary connections to metro centers and regional business concentrations within the MUSA. Provide interconnection of major traffic generators within the metro centers and regional business concentrations.	Interconnect neighborhoods and minor business concentrations within the MUSA. Provide supplementary interconnection of major generators within the metro centers and regional business concentrations.	Interconnect blocks within residential neighborhoods and land parcels within commercial/industrial developments.
Spacing	Fully developed area: 2-3 miles. Developing area: 3-6 miles.	Fully developed area: 2-3 miles. Developing area: 3-6 miles.	Metro centers and regional business concentrations: 1/4-3/4 mile. Fully developed area: 1/2-1 mile. Developing area: 1-2 miles.	Metro centers and regional business concentrations: 1/8-1/2 mile. Fully developed area: 1/4-3/4 mile. Developing area: 1/2-1 mile.	As needed to access land uses.
Management	Maintain at least 40-mph average speed during peak-traffic periods.	Maintain at least 40-mph average speed during peak-traffic periods.	To most Interstate freeways and other principal arterials, other minor arterials and collectors and some local streets.	Sometimes to Interstate freeways and other principal arterials. To minor arterials, other collectors and local streets.	To a few minor arterials. To collectors and other local streets.
System Connections and Access Spacing*	To other Interstate freeways, other principal arterials and selected minor arterials. Connections between principal arterials should be of a design type th at does not require vehicles to stop. Access at distances of 1-2 miles.	To Interstate freeways, other principal arterials, selected minor arterials and selected collectors. Connections between principal arterials should be of a design type th at does not require vehicles to stop. Intersections should be limited to one-half mile with 1-2 miles desired.	Medium-to-short trips (2-6 miles depending on development density) at moderate speeds. Longer trips accessing the principal arterial network. Local and limited-stop transit trips.	Short trips (1-4 miles depending on development density) at low-to-moderate speeds. Longer trips access the arterial network. Local transit trips.	Short trips (under 2 miles) at low speeds. Longer trips accessing the collector or collector and arterial network.
Trip-Making Service	Trips greater than 8 miles with at least 5 continuous miles on principal arterials. Express transit trips.	Trips greater than 8 miles with at least 5 continuous miles on principal arterials. Express transit trips.	Maintain the following minimum average speed during peak-traffic periods. Metro centers and regional business concentrations: 15 mph. Developing area: 30 mph.	Equal emphasis on mobility and land access. Direct land access predomin antly to development concentrations.	Emphasis on land access, not on mobility. Direct land access predomin antly to residential land uses.
Mobility vs. Land Access*	Emphasis is placed on mobility rather than land access. No direct land access should be all owed.	Greater emphasis is placed on mobility than on land access. Little or no direct land access wi thin the urban area.	Emphasis on mobility rather than on land access. Direct land access within the MUSA restricted to concentrations of commercial/industrial land uses.	Equal emphasis on mobility and land access. Direct land access predomin antly to development concentrations.	Emphasis on land access, not on mobility. Direct land access predomin antly to residential land uses.
System Mileage	Suggested limits for Interstate and other principal arterials at 5-10% of system.	See "Freeway."	Suggested limits for principal arterials and minor arterials at 15-25% of system.	Suggested federal limitations: 5-10%.	Suggested federal limitations: 65-80%.
Percent of Vehicle Miles Traveled	Suggested limits for Interstate and other principal arterials at 40-65% of system.	See "Freeway."	Suggested limits for principal arterials and minor arterials at 65-80% of system.	Suggested federal limitations: 5-10%.	Suggested federal limitations: 10-30%.
Intersections	Grade separated.	Grade separated desirable. At a minimum, high-capacity controlled at-grade intersections.	Traffic signals and cross-street stops.	Four-way stops and some traffic signals	As required.
Parking	None.	None.	Restricted as necessary.	Restricted as necessary.	Permitted as necessary.
Large Trucks	No restrictions.	No restrictions.	Restricted as necessary.	Restricted as necessary.	Permitted as necessary.
Management Tools	Ramp metering, preferential treatment for transit, interchange spacing.	Ramp metering, preferential treatment for transit, access control, median barriers, traffic signal progression, staging of reconstruction, intersection spacing.	Traffic signal progression and spacing, land-access management/control, preferential treatment for transit.	Number of lanes, traffic signal timing, land-access management.	Intersection control, cul-de-sacs, diverters
Vehicles Carried Daily	25,000-200,000	15,000-100,000	5,000-30,000	1,000-15,000	Less than 1,000
Posted Speed Limit	45-55 mph	40-50 mph	35-45 mph	30-40 mph	Maximum 30 mph
Right-of-Way	300 feet	100-300 feet	60-150 feet	60-100 feet	50-80 feet
Transit Accommodations	Priority access and movement for transit in peak periods where needed.	Priority access and movement for transit in peak periods where possible and needed.	Preferential treatment where needed.	Cross-sections and geometrics designed for use by regular-route buses.	Normally used as bus routes only in nonresidential areas.

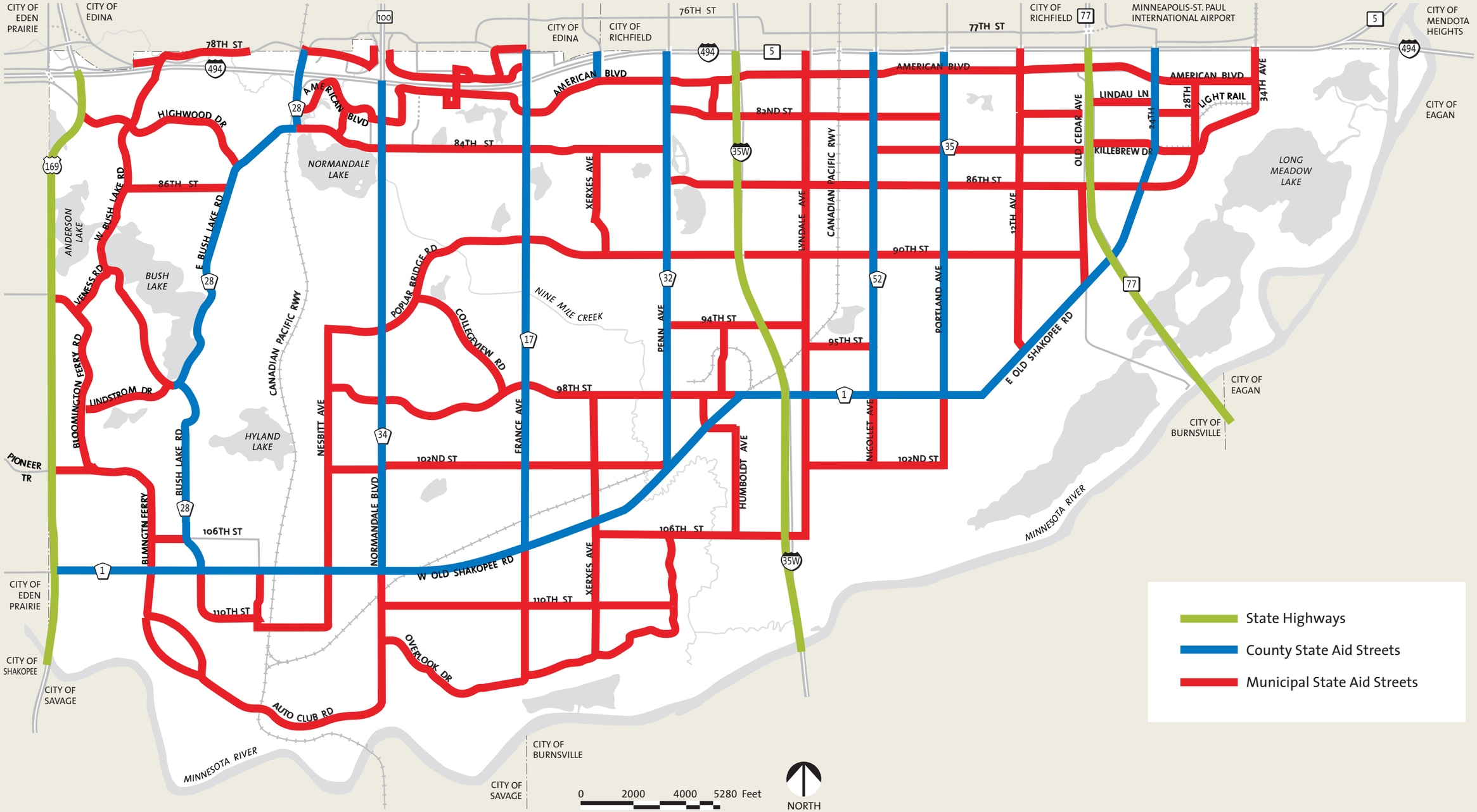
** The key objective is stated under "Management" heading in this table.*

Source: Based on Metropolitan Council Functional Classification System Criteria and Characteristics, Transportation Policy Plan Appendix, 2004.

Figure 4.9 Existing Through Lanes in Each Direction

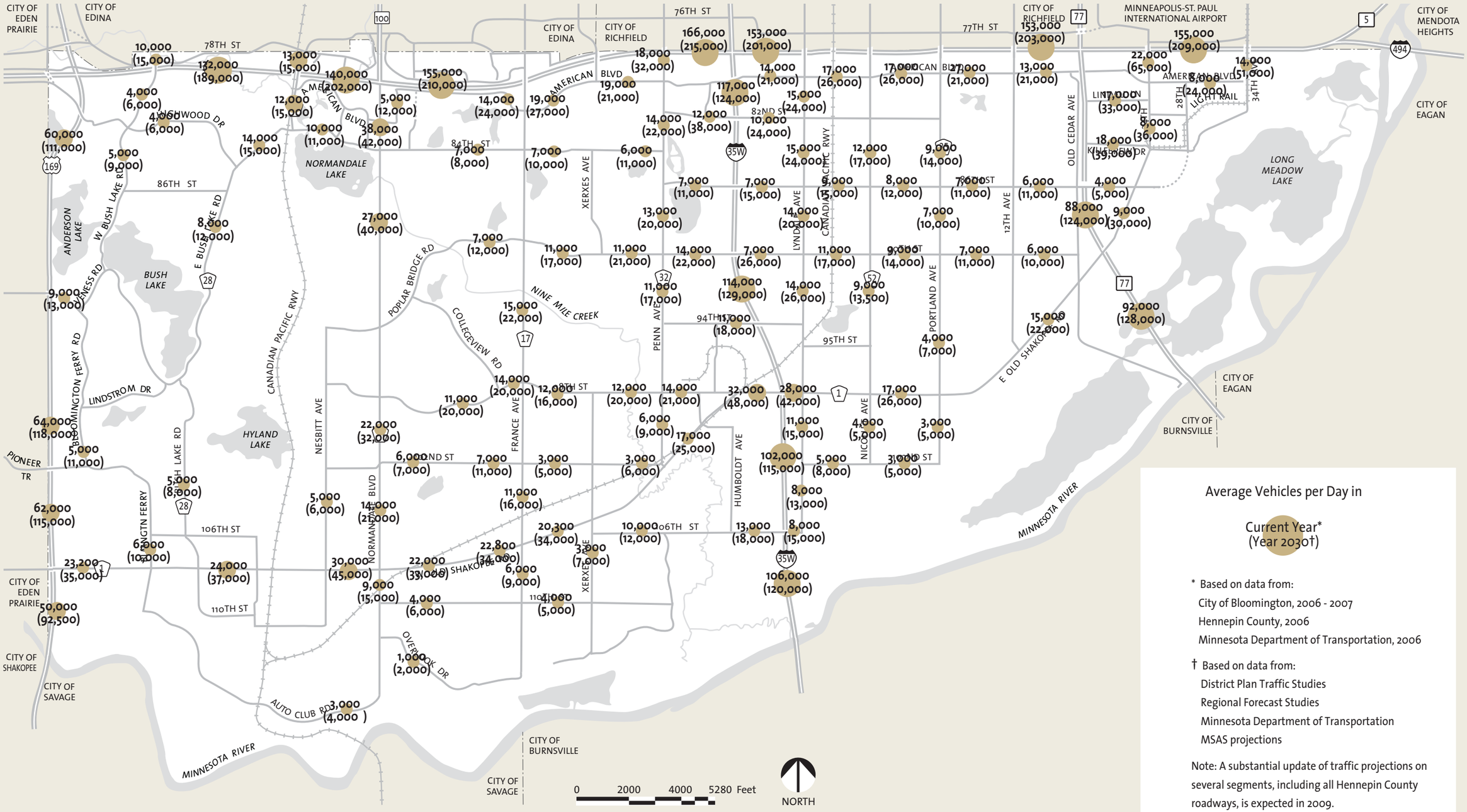
Source: Bloomington Engineering Division, 2007.

Figure 4.11 State Aid Street System



Source: Bloomington Engineering Division, 2008.

Figure 4.12 Daily Traffic Volumes



Average Vehicles per Day in

Current Year*
(Year 2030†)

* Based on data from:
City of Bloomington, 2006 - 2007
Hennepin County, 2006
Minnesota Department of Transportation, 2006

† Based on data from:
District Plan Traffic Studies
Regional Forecast Studies
Minnesota Department of Transportation
MSAS projections

Note: A substantial update of traffic projections on several segments, including all Hennepin County roadways, is expected in 2009.

Source: Bloomington Engineering Division, 2007.

Table 4.2 Households, Population and Employment Forecasts

	Households				Population				Employment			
TAZ	**2006**	**2010**	**2020**	**2030**	**2006**	**2010**	**2020**	**2030**	**2006**	**2010**	**2020**	**2030**
471	142	142	138	582	324	324	314	1,057	3,313	3,313	6,003	6,535
472	249	249	1,054	1,293	446	446	1,774	2,169	7,903	7,654	14,066	20,369
473	689	689	689	689	1,351	1,351	1,351	1,351	16,189	26,656	27,041	27,471
474	923	923	923	923	2,047	2,047	2,047	2,047	1,741	1,741	1,741	1,866
475	1,087	1,087	1,087	1,087	2,507	2,507	2,507	2,507	343	343	343	343
476	969	969	981	981	2,221	2,221	2,252	2,252	79	79	79	79
477	2,247	2,442	2,450	2,450	5,325	5,702	5,714	5,714	1,317	1,317	1,317	1,317
478	1,072	1,279	1,279	1,279	2,860	3,201	3,201	3,201	-	-	-	-
479	806	817	817	961	1,952	1,980	1,980	2,217	-	-	-	-
480	743	743	743	743	1,981	1,981	1,981	1,981	-	-	-	-
481	845	845	845	845	1,949	1,949	1,949	1,949	1,919	1,919	1,919	2,044
482	270	270	270	270	713	713	713	713	743	779	872	872
483	74	74	74	57	199	199	199	155	2,661	2,661	2,661	3,013
484	173	173	173	173	427	427	427	427	907	1,020	1,020	1,145
485	857	857	905	905	2,052	2,052	2,131	2,131	307	307	307	307
486	767	767	767	767	1,695	1,695	1,695	1,695	4,781	4,781	4,781	4,781
487	1,068	1,116	1,116	1,140	2,121	2,200	2,200	2,239	2,031	2,031	2,031	2,031
488	206	206	328	352	497	497	497	536	1,874	2,002	2,371	2,995
489	1,404	1,404	1,404	1,414	3,038	3,038	3,275	3,301	280	280	280	280
490	1,073	1,073	1,073	1,073	2,882	2,882	2,882	2,882	-	-	-	-
491	2,308	2,308	2,408	2,504	5,725	5,725	5,898	6,056	365	365	365	365
492	2,175	2,175	2,175	2,175	4,867	4,867	4,867	4,867	1,542	1,542	1,542	1,542
493	1,756	1,760	1,767	1,968	4,134	4,144	4,162	4,504	146	244	244	244
494	967	967	967	967	2,255	2,255	2,255	2,255	-	-	-	-
495	589	589	589	589	1,560	1,560	1,560	1,560	74	74	74	74
496	36	36	36	36	67	67	67	67	5,115	5,449	5,802	5,802
497	216	216	216	216	507	507	507	507	4,039	4,039	4,039	4,039
498	606	606	606	606	1,624	1,624	1,624	1,624	428	428	428	428
499	201	201	491	491	359	359	837	837	3,981	3,862	5,057	5,330
500	-	-	-	-	-	-	-	-	7,245	7,245	7,245	7,370
501	1,590	1,681	1,681	1,681	4,075	4,225	4,225	4,225	1,815	1,815	1,815	1,815
502	630	630	900	900	1,357	1,357	1,802	1,802	3,105	2,948	2,948	3,569
503	1,004	1,004	1,004	1,004	2,403	2,403	2,403	2,403	-	-	-	-
504	110	110	110	110	217	217	217	217	7,800	9,829	11,954	12,819
505	1,669	1,669	1,689	1,689	3,908	3,908	3,959	3,959	275	275	275	275
506	965	965	965	965	2,345	2,345	2,345	2,345	-	-	-	-
507	1,656	1,656	1,656	1,656	3,736	3,736	3,736	3,736	-	-	-	-
508	697	697	697	697	1,422	1,422	1,422	1,422	96	96	96	96
509	1,186	1,186	1,186	1,186	2,848	2,848	2,848	2,848	376	376	376	376
510	1,272	1,254	1,807	1,807	2,741	2,710	3,623	3,623	4,467	4,706	4,706	4,706
511	1,267	1,267	1,267	1,267	2,990	2,990	2,990	2,990	184	184	184	184
512*	-	-	-	-	-	-	-	-	200	200	200	200
517*	-	-	-	-	-	-	-	-	1,352	2,307	4,516	4,529
534*	-	-	-	-	-	-	-	-	2,306	2,306	2,306	2,306
535*	2	2	2	2	5	5	5	5	2,305	2,305	3,057	3,057
537*	1	1	1	1	3	3	3	3	-	-	-	-
541*	36	36	36	36	97	97	97	97	132	132	132	132
542*	-	-	-	-	-	-	-	-	507	507	507	507
Citywide	**36,604**	**37,141**	**39,371**	**40,536**	**85,832**	**86,787**	**90,542**	**92,477**	**94,245**	**108,118**	**124,700**	**135,214**

Source: Bloomington Planning Division.

There are meaningful steps that cities can take individually and in groups to combat congestion. Bloomington will continue to work individually and with multi-jurisdictional groups, such as the I-494 Corridor Commission and the I-35W Solutions Alliance, to combat congestion. Bloomington's strategy for combating congestion includes the following elements:

- Better integrate land use and transportation decisions to reduce trips.
- Pursue targeted roadway improvements.
- Use technology to manage the existing transportation system and make it more efficient.
- Take steps to reduce travel demand, especially during peak periods.

Roadway Network Challenges

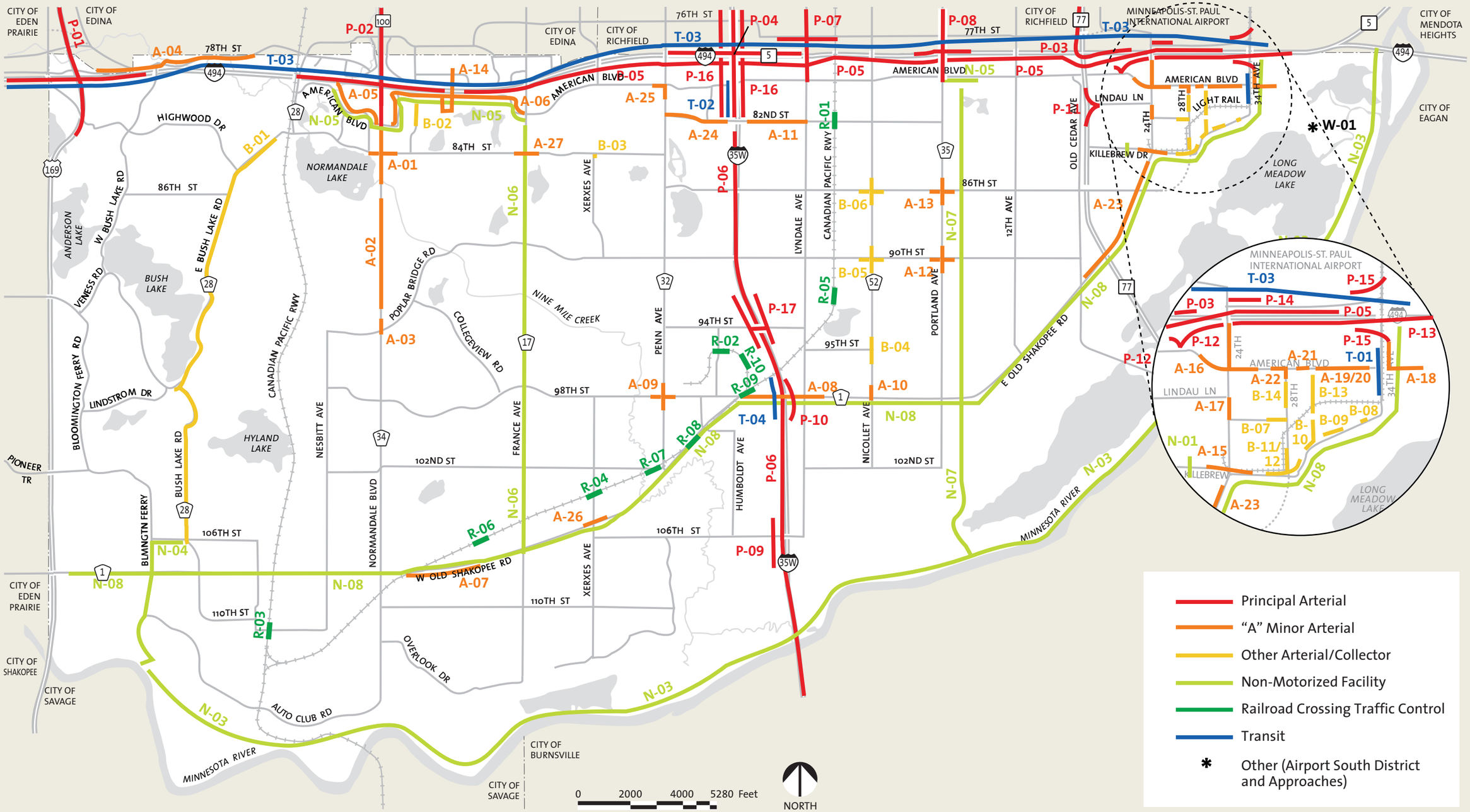
Congestion

The most significant challenge facing Bloomington's roadway network in the next 20 years is increasing congestion, particularly on the regional highway system. Congestion is costly to society in environmental terms and represents a significant drain on the economy. Severe congestion can negatively impact the ability to attract residents and employers and, ultimately, the ability to redevelop and revitalize. Bloomington must continue to take aggressive steps to combat congestion. These steps are outlined in the goals and strategies of this element and in the proposed transportation improvements specified in ***Figure 4.14,*** *page 4.35*, and in the *Transportation Appendix, page A4*.

Roadway congestion is a complex phenomenon that is influenced by numerous issues, many of which are beyond the jurisdiction of individual municipalities. A detailed analysis of congestion would have to include discussion of issues as varied as federal tax policy, federal and state highway funding, regional growth management strategies, fuel prices, and consumer housing preferences to name only a few relevant issues. A portion of Bloomington's congestion is simply a function of the amount of development within the City. But another portion is a function of traffic from outside Bloomington spilling onto local streets in an effort to avoid highly congested regional roadways. Perhaps the largest factor influencing congestion that cities can directly impact is local land use. When considering proposed amendments to the *Comprehensive Plan* for additional development, the impacts of that development on congestion and livability must be carefully studied.

Bloomington will continue to grow, redevelop and revitalize. To close the door on further growth would result in many undesirable consequences. Businesses and the residential and institutional uses that follow employment opportunities would be forced ever outward, leading to inefficient land use patterns, continuing infrastructure expansions, and longer trip distances which would itself increase congestion. The lack of density would make it very difficult to provide transit service. Resulting sprawl would consume valuable farmland and open spaces. Such an approach would also be in conflict with the market dynamics that drive businesses in their location decisions. For these reasons, the Metropolitan Council has wisely pursued a policy of focusing growth within and along the I-494/694 corridor in communities such as Bloomington.

Figure 4.14 Capital Infrastructure Improvements



Source: Bloomington Public Works Department, October 2008.

Roadway Improvements

Bloomington will support numerous roadway improvements to increase roadway capacity, remove existing bottlenecks, and enhance efficiency and safety through improved operational integrity of the travelways and supportive networks. These improvements are discussed in the section on Planned Transportation System Improvements.

Reducing Travel Demand

Many area cities are starting to require new development within congested areas to commit resources and prepare plans that document how developers, employers, and property managers will encourage employees to place less of a burden on the transportation system. These plans are referred to as Travel Demand Management (TDM). TDM is especially important to combating congestion in a city like Bloomington that has almost twice as many jobs as residents in the work force.

Bloomington will work with local employers and neighboring cities to combat congestion through TDM. As an incentive to pursue TDM, the City will continue to offer the potential of reduced parking requirements for sites with approved TDM plans. As a major employer with over 500 employees, the City of Bloomington has a responsibility to practice what it promotes with respect to TDM. The City will consider a telecommuting policy for City employees, study the idea of staggered or flexible hours for City employees, support bike commuting, ensure transit users and bike/foot commuters have access to city vehicles for work related travel and create preferential parking for carpools at City facilities.

One clear inefficiency in our present transportation system is the peaking phenomenon, often referred to as "rush hour". Since most people's work hours start and end at roughly the same times, a large burden is placed on the roadway and transit systems during these periods. To minimize congestion, transportation systems are designed with the peak period in mind. Roadways that are frequently congested during peak periods may be well under capacity at other times. Large buses that are full during rush hours may run close to empty at non-peak times. The peaking phenomenon is very expensive for the taxpayer since transportation systems need to be sized to meet heavy demands that are present for only a portion of the day.

Congestion could be substantially reduced if employers and employees were willing to stagger work hours. Staggered work hours would more evenly disperse trips over the course of the day and reduce the number of trips taken during peak periods, thereby reducing congestion. The City of Bloomington has a role to play in encouraging staggered work hours by promoting the benefits to local employers and by setting a positive example through its own work hours.

Increased Efficiency through New Technology

Bloomington will continue to identify, promote, and implement technologies that can increase the efficiency of existing transportation infrastructure. Some of this technology, such as ramp metering and traffic dependent signal timing, has been around for many years, but continues to improve while other technology is new.

Intelligent Transportation System (ITS) technology has proven to be applicable in numerous transportation systems. A promising new technology is the wealth of traffic information available on the web. Travelers can view real time video and maps of traffic conditions. The information can be used to select an alternative, less congested route or to delay a trip until travel conditions improve. Travelers can even receive daily e-mail summarizing traffic conditions along their route and projecting travel time. As technology advances, there will continue to be new applications for increasing transportation efficiency.

Land Use and Transportation Coordination

Bloomington will work to coordinate land use and transportation planning and minimize vehicle miles traveled by:

- Implementing the *Alternative Transportation Plan*.
- Encouraging the construction of additional transitways and improved transit service;
- Concentrating new growth in priority areas close to transit, services, amenities and employment;
- Promoting higher densities in appropriate locations to help make transit more viable;
- Promoting a variety of land uses well distributed throughout the City. Trip lengths can be reduced if residents have access to goods and services in close proximity to their homes;
- Coordinating city plans with transit agencies;
- Promoting mixed land uses and non-motorized vehicle access ways; and
- Considering all modes when planning and designing the transportation system ("Complete Streets").

Another way TDM strives to improve the efficiency of the existing transportation system is by encouraging the public to choose modes of travel such as carpools, cycling, walking and transit that have a lower impact on congested roadways. Increasing the occupants per vehicle reduces the vehicles on the road, which in turn reduces congestion. While reducing congestion is an important objective in and of itself, multiple occupant vehicles have the added benefit of improving air quality, reducing resource consumption, and lowering the need for parking spaces. However, convincing large numbers of people to carpool or use transit is not an easy task. The single occupant vehicle is widely regarded as the most flexible and desirable mode choice. Most commuters will resist a change in modes unless they can realize substantial time and/or cost savings.

Methods of encouraging commuters to consider carpooling include high occupancy toll (HOT) lanes, HOV (high occupancy vehicle) ramp meter bypasses, preferential parking for carpools, and ride-matching services. HOV lanes currently exist in Bloomington on I-35W south of 86th Street and are proposed for implementation on I-35W north of 86th Street. The flexibility to provide for HOV lanes is included in preliminary MnDOT plans for I-494 improvements throughout Bloomington. Section A4.1 of the appendix provides detailed information on the location of existing freeway ramp meters and HOV ramp meter bypasses.

Methods to make transit more viable and attractive include service improvements (including increased duration and frequency of service), HOT and HOV facilities, park and rides, bus shelters, and timed transfer stations. Recommendations regarding needed transit improvements in Bloomington are offered later in this element.

One of the best ways to encourage commuters to consider alternatives to the single occupant vehicle is through promotion at the workplace. A few examples of incentives and resources that employers can provide include:

- Ride matching services.
- Lobby kiosks with transit, carpooling, and commuting information.
- Commuting newsletters.
- Commuter fairs.
- Bus shelters.
- Sidewalks to bus stops.
- Subsidized or free transit passes to interested employees.
- Preferential carpool/vanpool parking.
- Vanpool subsidies.
- Showers, lockers and bicycle storage facilities to encourage biking to work.

Safety

Safety has historically been and will continue to be a principal City focus in managing its transportation infrastructure. Bloomington will continue to emphasize the Three Es of Safety: Engineering, Enforcement and Education. To promote roadway safety, the City will pursue the following actions:

- Use fundamentals of visibility, spatial relationships, adequate geometrics, and appropriate gradients in roadway and sidewalk/path design.
- Apply traffic control devices consistently with best practices.
- Acquire adequate right-of-way for safety enhancing features such as medians and boulevard type sidewalks.
- Provide raised median channelization when feasible.
- Provide turn lanes when feasible.
- Require setbacks sufficient to maintain visibility and safety.
- Coordinate reviewing and permitting of access to county and state roadways with appropriate agencies.
- Permit driveway approach designs and locations only in conformance with the City's access management practices.
- Take access and safety factors into consideration in the review of development proposals. Access management has the added benefit of improving street capacity.
- Ensure compatibility between land uses and adjacent streets as new development or redevelopment occurs.
- Minimize hazards at the sides of roadways by using safer traffic control devices, utility equipment, lighting poles, street furnishing and similar objects and by using good engineering principles when locating such objects along roadways.
- Provide appropriate street lighting levels.
- Enforce traffic laws and implement promising, emerging enforcement techniques.
- Perform snow and ice removal and other maintenance activities as necessary.
- Analyze crash data to focus resources on concentrations of crash types and locations.
- Educate residents on transportation safety issues.
- Stripe selected roadways with bike lanes and develop guidance for installation of cyclist warning signage.

Figure 4.15, *page 4.41*, and ***Table 4.3***, *page 4.40*, depict reported traffic crashes for the three year period 2004-2006. It should be noted that nearly all of the injury crashes occurred at intersections with traffic control devices (traffic signals, stop and yield signs) present. Only a small percentage of all reported traffic crashes, (less than 1% in Bloomington) occur on the local street network where statutory laws dictate the rights of way obligations (yield right-of-way based on intersection approach) and where design encourages slower speeds.

Traffic Law Enforcement

While traffic law violations and less conscientious driving habits occur on all levels of streets, they are of particular concern on local residential streets. Because of lower volumes and lower speeds, residents may take fewer precautions on local residential streets, parents are more likely to let children cross roadways randomly, and children are more likely to play in the street. The lack of sidewalks along most Bloomington local streets results in children and adults using the street when walking or biking. In this environment, running a stop sign, speeding, not yielding the right-of-way, and not driving in a careful, conscientious manner is particularly objectionable and may be dangerous.

Compatibility with Residential Areas

A frequently voiced resident concern relates to the issue of traffic in residential neighborhoods, particularly in regards to volume and traffic law violations or driving manner. Like most American cities, Bloomington's streets are set up in a hierarchical fashion, ranging from a typical low volume local street, to a collector street such as Highwood Drive or 86th Street, to a minor arterial such as Old Shakopee Road, to a principal arterial such as I-35W. Each street has its role, which is reflected by traffic volumes and speed and by the design of the street itself (see ***Table 4.1***, *page 4.25*). Problems begin to occur when congestion, delay or some other bottleneck becomes severe enough to cause drivers to leave higher classification streets for alternative routes or "short cuts" along streets that were not expected to carry that level of traffic. Frustrated with the delay, drivers may ignore posted or statutory speed limits, stop signs, or traffic signals, thereby creating safety hazards.

A desirable, livable community needs an efficient roadway transportation system. But such a community also needs safe and quiet neighborhoods. Achieving a balance requires efficient arterial and collector streets with minimal bottlenecks coupled with local streets that do not encourage speeding or cut-through traffic and residents who are willing to conscientiously monitor their driving behavior.

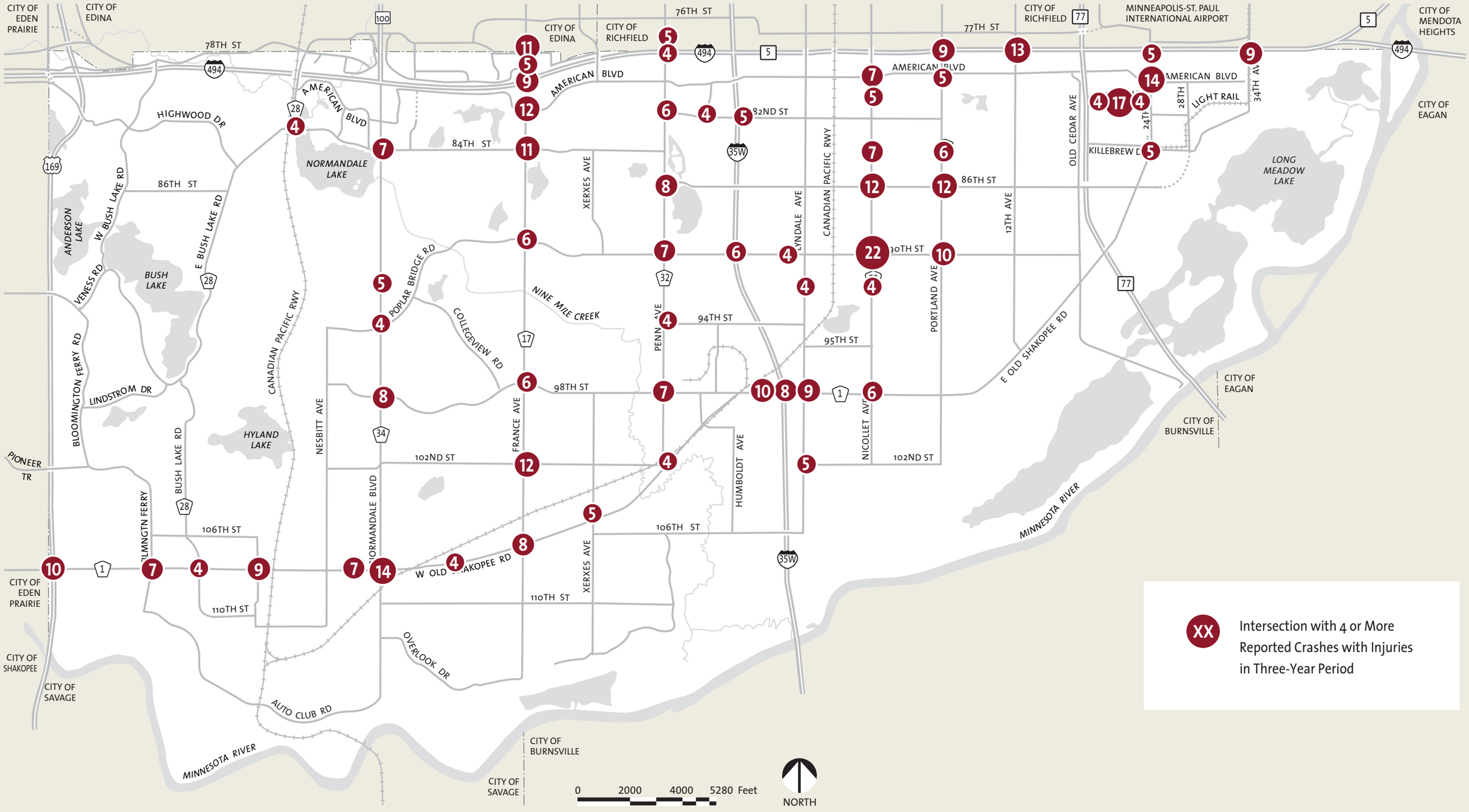
Table 4.3 Reported Crashes 2004-2006

Roadway System Type of Crash	Crashes Reported 2004	 2005	 2006	Yearly Average
All Routes - Total	**2259**	**2017**	**1729**	**2002**
Fatal	5	0	3	2.7
Personal Injury	642	644	589	625
Property Damage	1612	1373	1137	1374
Interstates - Total	**1022**	**884**	**786**	**897**
Fatal	1	0	2	1
Personal Injury	238	215	236	230
Property Damage	783	669	548	667
USTH System - Total	**216**	**193**	**187**	**199**
Fatal	1	0	0	0.3
Personal Injury	56	32	47	45
Property Damage	159	161	140	153
MNTH System - Total	**110**	**87**	**69**	**89**
Fatal	0	0	0	0
Personal Injury	27	24	19	23
Property Damage	83	63	50	65
CSAH System - Total	**524**	**462**	**404**	**463**
Fatal	1	0	0	0.3
Personal Injury	184	216	174	191
Property Damage	339	246	230	272
MSAS System - Total	**317**	**309**	**230**	**285**
Fatal	1	0	1	0.7
Personal Injury	117	129	94	113
Property Damage	199	180	135	171
Municipal System - Total	**70**	**82**	**53**	**68**
Fatal	1	0	0	0.3
Personal Injury	20	28	19	22
Property Damage	49	54	34	46

Source: Minnesota Transportation Information System Yearly Accident Reports.

There are at least two groups of traffic law violators on local residential streets, those who live in the neighborhood and those who do not and may live a great distance away. For the driver who lives in the neighborhood and violates traffic laws and careful practices, the problem can only be addressed through changing the driver's behavior whether through voluntary means, enforcement, or mandatory or influencing restraints. The violating driver from outside the neighborhood is usually not there by choice but by virtue of congestion or bottlenecks on a more direct, higher classification roadway. Their violations may be a function of frustration, or being unable to meet a deadline due to congestion or bottlenecks. Such a driver identifies less with the neighborhood and may be less likely to change behavior voluntarily. They may also be out of the reach of City traffic law compliance efforts. Unlike the violator who resides in the neighborhood, it may be possible to eliminate the non-neighborhood violator if the congestion, bottleneck, or route inadequacy that forces them onto the local residential street in the first place can be addressed.

Figure 4.15 Traffic Crashes, 2004 - 2006



Source: Minnesota Department of Transportation, 2007.

Traffic Management

If traffic law violations remain persistent at specific locations, the City will consider the feasibility of design features to physically discourage violations. Drivers tend to choose a speed that is comfortable to maintain given the design and operational characteristics of their roadway. Communities across the country have been experimenting with design features that reduce a driver's comfort level in order to slow down traffic and reduce the street's appeal as a cut through. Such design features are commonly referred to as traffic management measures and can include features such as speed humps, narrowing, chicanes, and turn restraints. More dramatic measures such as diagonal diverters or cul-de-sac closures involve route influencing physical barriers within streets to redirect traffic flow. A Bloomington example of this feature can be seen on James Avenue at 92nd Street. Formerly a through street, a diagonal diverter was added to James Avenue to separate industrial and residential land uses and traffic. Bloomington has historically employed cul-de-sacs, street loops, severances, turn restraints, and other operational management techniques.

Any implementation of traffic management measures must take into consideration impacts on pedestrians, bicyclists, emergency vehicles, as well as costs and benefits. Climate, maintenance needs, and safety must also be considered. Since most Bloomington local residential streets do not have sidewalks, residents use the roadway for walking or biking. Any design feature that narrows the roadway to slow traffic may create negative impacts to walkers and bikers who also need to use the roadway. Implementation of traffic management may therefore require installation of a sidewalk along the affected roadway before other restraining devices are added.

Traffic Volumes in Residential Neighborhoods/Cut Through Traffic

The level of automobile traffic on residential streets is a significant concern for some Bloomington residents. In some cases, the volumes may simply be a reflection of a street's functional classification and may be unavoidable. Bloomington does have many high volume arterial and collector streets with adjacent residential land uses where the traffic volume is a reflection of traffic traveling the expected route. In these cases, traffic volume impacts must be addressed through encouraging compatible land uses and appropriate physical design (setbacks, building orientation, structural type, acoustic insulation, window placement, etc.) along the route, which is possible to do with new development or redevelopment but is not helpful to existing incompatible residential uses. In other cases, excess volumes are primarily a reflection of cut through traffic due to congestion or bottlenecks on arterials. In these cases, volume can be addressed through roadway improvements or design features as discussed below.

Experimental speed table to reduce traffic speed.

Enhanced Traffic Law Enforcement

Bloomington will also continue traffic law enforcement on local residential streets. New enforcement technologies should also be explored and tested. With appropriate state legislation, automated enforcement of red light and other traffic violations is feasible.

Coordinated Effort to Improve Driver Behavior

While there are important steps that government can take to encourage traffic law compliance, in the end, change is up to the individual driver. Bloomington's approach for addressing the compliance issue will therefore start with a coordinated effort to improve driver behavior. The effort must utilize communication devices, such as the City newsletter, City website, community television, and direct staff contact.

The route drivers select is usually based on time. If an alternative route can save time and avoids stop and go conditions, drivers will tend to use it. When congestion or bottlenecks affect more direct, higher classification streets, drivers seeking short cuts may result in excess volumes on particular stretches of neighborhood streets. The best option and the City's first strategy for addressing these situations is to correct the bottleneck that is creating or influencing the cut through traffic. To this end, the next section discusses numerous proposed short and long range improvements to the Bloomington roadway system.

In some cases, however, bottlenecks will not be easy to correct. Cost or physical circumstances will preclude or significantly delay their correction. In these cases, the City will consider the feasibility and appropriateness of design features that discourage use of local residential streets as cut throughs. Such measures will need to be implemented in a manner that does not simply transfer the cut through traffic to the next local residential street.

Roadway Improvements

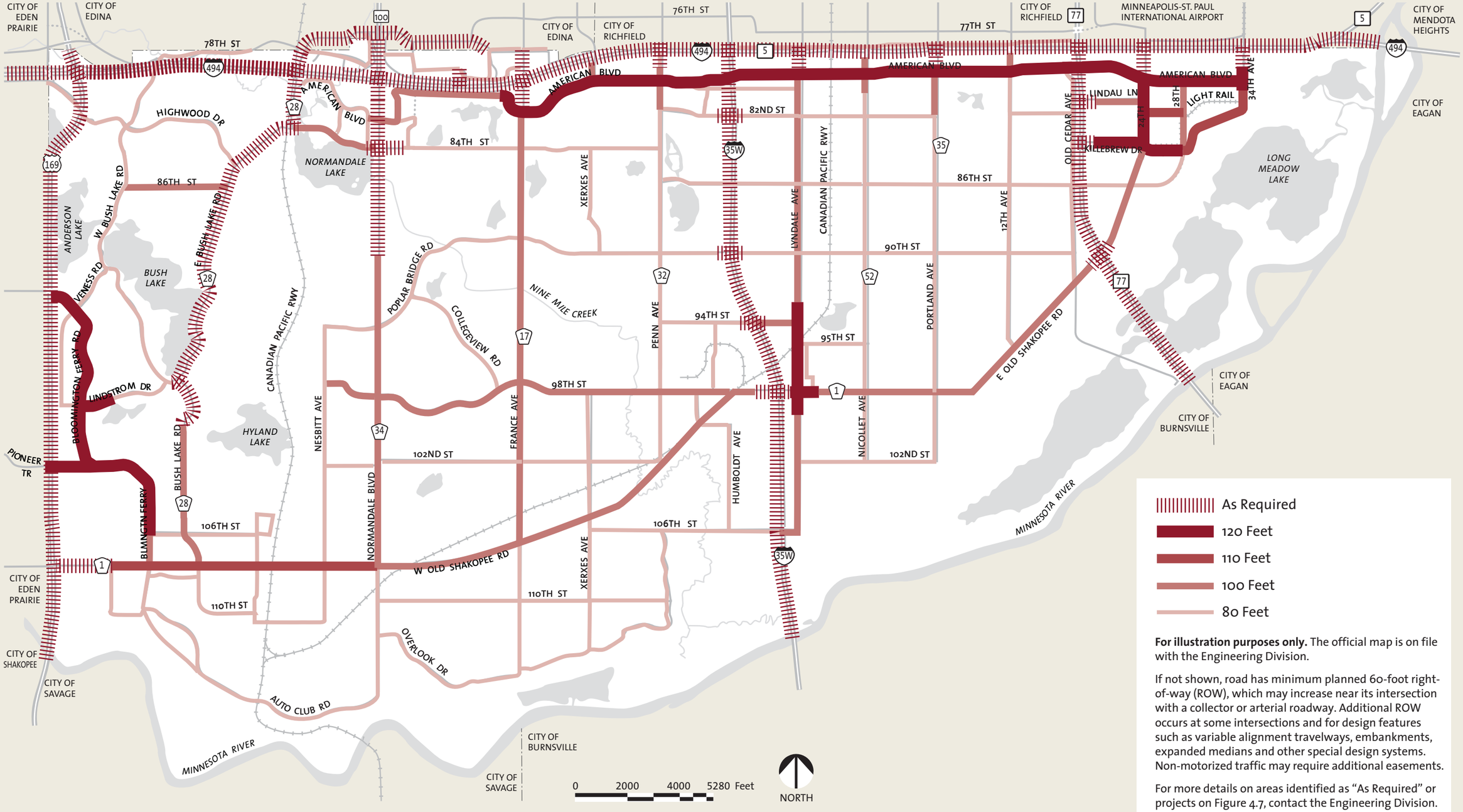
In addition to an effort to change driver behavior and increased enforcement, planned roadway improvements are another central element to the City's approach on this issue. The roadway improvements discussed in the next section are proposed to address specific congestion points and bottlenecks. Improving traffic flow on more direct, higher classification streets will reduce the volume of non-neighborhood traffic (and traffic law violators) on local residential streets.

Planned Transportation System Improvements

To combat congestion, improve safety, promote residential compatibility, and meet the needs of forecast future development, the City proposes numerous improvements to the existing transportation system. These improvements are depicted in ***Figure 4.14***, *page 4.35*, and summarized in the *Transportation Element Appendix, page A4*. Some of the depicted improvements are already scheduled for construction; others are included for future evaluation.

Improvements require sufficient physical space for construction. To ensure that new development does not negatively impact upon future right of way needs, the Zoning Ordinance requires all building setbacks to be measured from planned, widened right-of-way lines. Right-of-way needs are documented on an official map maintained in the Public Works Department. For illustration purposes, a non-official map depicting minimum right-of-way requirements is included within this plan as ***Figure 4.16***, *page 4.45*.

Figure 4.16 Minimum Right-of-Way Requirements



As Required
120 Feet
110 Feet
100 Feet
80 Feet

For illustration purposes only. The official map is on file with the Engineering Division.

If not shown, road has minimum planned 60-foot right-of-way (ROW), which may increase near its intersection with a collector or arterial roadway. Additional ROW occurs at some intersections and for design features such as variable alignment travelways, embankments, expanded medians and other special design systems. Non-motorized traffic may require additional easements.

For more details on areas identified as "As Required" or projects on Figure 4.7, contact the Engineering Division.

Source: Bloomington Engineering Division, 2008.

Infrastructure Upkeep and Renewal

The typical street with little or no maintenance will last less than 20 years before it needs to be completely rebuilt. By performing pavement sealcoats and overlays at the correct time, a street's lifespan can be more than tripled before costly reconstruction is needed.

To provide quality streets in a manner that minimizes total expenditures, the City has implemented a maintenance plan for its streets called the Pavement Management Program or PMP. Under this program, streets are regularly inspected for condition to allow maintenance crews to perform proper maintenance techniques (be it sealcoating, overlay, or reconstruction) at the optimum time. Results of the PMP include:

- Prolonged pavement life.
- Reduced overall cost for streets.
- Reduced overall assessment rates for property owners.

Truck Parking

Given mandates for driver rest breaks, supplying truck parking is an important freight transportation issue. This issue is best handled at the State level. The City encourages MnDOT to continue evaluating needs and leading development of facilities to address truck parking needs.

4.5 Freight

Truck Transportation

Truck transportation is the primary method for delivery of freight to and from most properties in the City of Bloomington. These trips are concentrated on, but not limited to, serving commercial and industrial land uses. The City of Bloomington is served by four principal arterials (I-35W, I-494, US-169 and MN-77) and a system of minor arterials (see ***Figure 4.10***, *page 20*). Bloomington land uses that generate the most truck trips (commercial and industrial) are predominately located on or near these roadways.

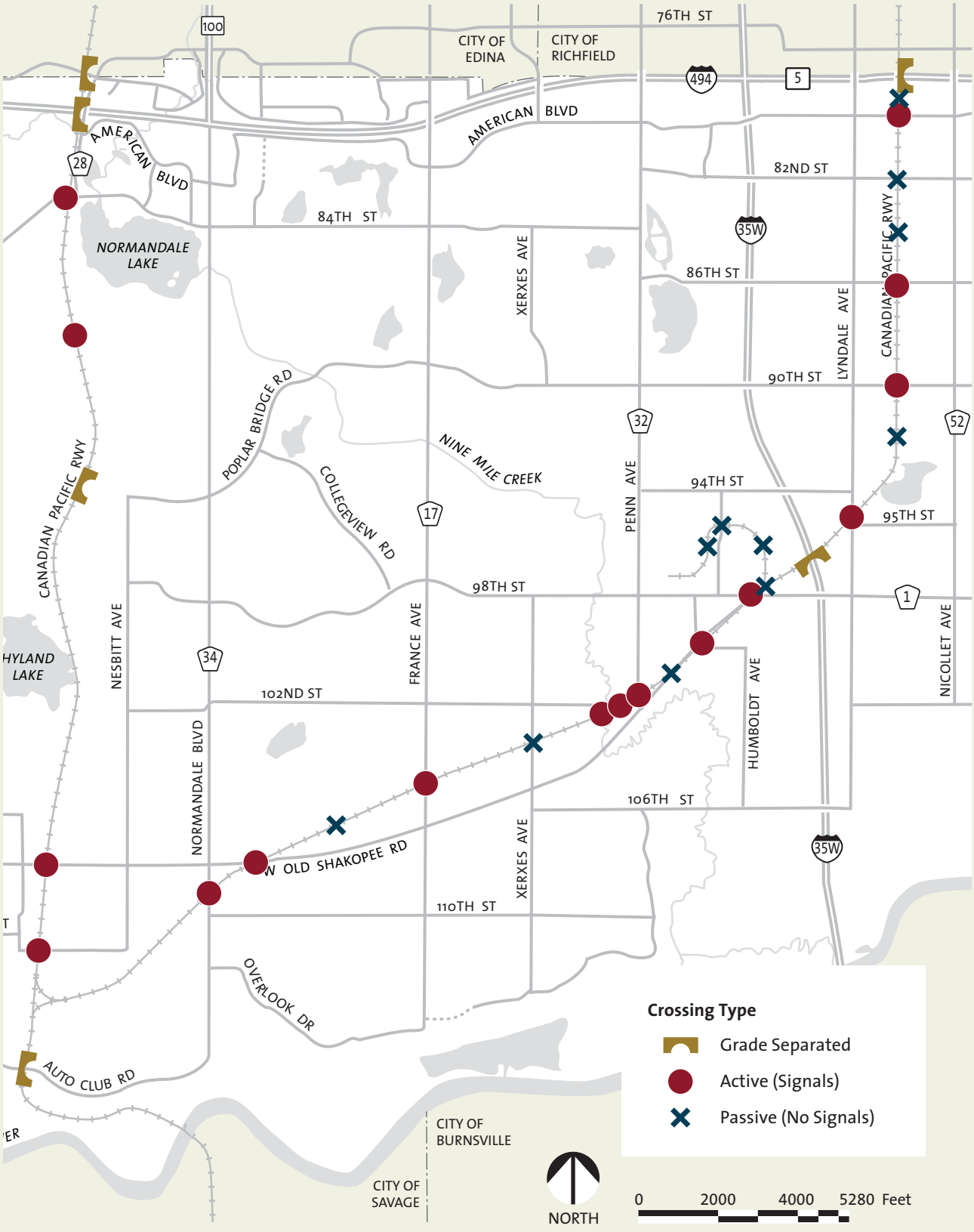
To maintain satisfactory truck circulation that meets the needs of Bloomington's land uses and economic development objectives and to minimize the disruptive impacts of trucks on traffic flow and residential neighborhoods, the City intends to:

- Continue to review arterial roadway system operations and access to industrial and commercial land uses, ensuring these routes are the most convenient routes for truck use.
- Separate arterial and collector roadway systems for industrial and commercial use from residential collector roadways as feasible.
- Improve land use and landscape buffers between residential areas and high truck traffic volume roadways when there is feasible opportunity.
- Encourage site designs that minimize visual and sound impacts of parked trucks and truck docks on adjacent residential properties and discourage on-street standing or queuing, loading and unloading and disruptive maneuvering for access.
- Continue enforcement of applicable truck related safety, aesthetic and sound level statutes and ordinances.

Rail Transportation

The Canadian Pacific Railway owns two railroad routes in Bloomington. The five mile western route is operated by Canadian Pacific and runs north-south approximately 3/4 mile west of Normandale Boulevard. The seven mile eastern route is operated by Progressive Rail and branches off from the western route to run southwest to northeast through Bloomington and on to Richfield and Southwest Minneapolis. The eastern route has several spurs and sidings, including some new and reactivated facilities, serving industries in Bloomington. ***Figure 4.17***, *page 4.49*, details the freight railway system in Bloomington. There are five grade separated crossings (including one non-motorized only crossing), 14 public at-grade crossings with signals and 11 public at-grade crossings with passive traffic control.

Figure 4.17 Railway System and Public Crossings



Source: Bloomington Traffic Engineering Section, 2007.

River Transportation

The Minnesota River upstream from TH77 is one of three principal port areas in the metropolitan region. Barge traffic on the Minnesota River carries petroleum products, fertilizers, metal products and grains. While there are barge ports adjacent to Bloomington in Burnsville and Savage, in Bloomington the only barge uses are fleeting and mooring areas on the north side of the river channel.

The U.S. Army Corps of Engineers is responsible for maintaining a nine-foot barge navigation channel upriver to Savage. An additional seven miles of nine foot channel from Savage to Shakopee is privately maintained.

The City of Bloomington controls land use on the north bank of the Minnesota River. However, the City does not have permitting responsibilities with respect to the waterway system itself. The Bloomington land use guide plan classifies all Minnesota River floodplains for conservation use. The City opposes river uses or land uses on the south side of the river that would conflict with the conservation and residential uses on the north side of the river.

In 2006, the western route typically carried three trains per day with an operating speed of ten miles per hour or less. The eastern route typically carried seven trains per day, although switching operations resulted in more or fewer crossings per day at some crossing locations. Operating speed on the eastern route is 10 miles per hour or less.

Bloomington's railways connect the city with a rail network spanning North America. The Canadian Pacific Railway operates as far west as Vancouver and east to New York City. Other Progressive Rail partner railroads provide freight service to much of the U.S. With fuel costs increasing, organizations are evaluating alternate methods to trucking for moving freight. Due to an increasing price advantage relative to truck transport, the popularity of rail freight transport has increased significantly in recent years, which is reflected in the increased number of trains and rail cars per day using Bloomington's eastern railway route. Access to rail transportation is an important factor for prospective industrial users. Bloomington has a limited supply of land with railroad access. Sustainable land use practices would suggest retaining such sites for industrial and other land uses that can benefit from freight rail access and are compatible with rail operations.

Increased rail traffic can lead to increased crash exposure and increased concerns with train horn noise. The City of Bloomington has participated in and is planning to participate in several crossing upgrades from passive to active traffic control devices that will reduce crash potential and could be incorporated into a future "quiet zone" with reduced train horns. Improved traffic control devices, in conjunction with grade separated crossings, crossing consolidations and improved crossing surface conditions, have the potential to allow the benefits of increased rail freight while minimizing negative impacts.

While the current role of Bloomington's railroad corridors is for freight movement, over time these corridors may support alternative modes of transportation.

4.6 Airport South District

Airport South District looking south

Due to its concentration of employment, Bloomington's Airport South District is one of four areas within the region (along with downtown Minneapolis, downtown St. Paul, and the University of Minnesota) that the Metropolitan Council designates as requiring "transportation facilities and services significantly different from those in other areas of the region." Bloomington has a history of planning for the Airport South District that is being carried forward in 2008 and 2009 with the preparation of an *Airport South District Plan* and an update of the *Alternative Urban Areawide Review* (AUAR) that applies to the district.

Transportation infrastructure improvements for the Airport South District have been identified as part of several traffic impact studies conducted for proposed developments in the Airport South District. Locations of these improvements are shown in ***Figure 4.14***, *page 35*, and detailed in the *Transportation Element Appendix, page A4*.

The primary freight destination in the Airport South District is expected to be the Mall of America (MOA). The MOA is located near access to freeways and truck staging has been identified as an issue to address in fin al design of the MOA expansion.

Bloomington has amended its official controls to require the inclusion of dense residential uses near LRT stations. 263 units at an average of 91 units per acre have been added since LRT opened. Bloomington forecasts close to 1,500 additional high density units in the Airport South District between 2009 and 2030.

As the Airport South District intensifies, movement of people to, from and within the area will become a grea ter challenge. Existing infrastructure including streets, transit and pedestrian ways/trails will be enhanced with the transportation infrastructure improvements discussed previously. In addition to citywide goals, strategies and actions, Bloomington will also pursue the specific transportation strategies and actions in the Airport South District that are outlined under Transportation Goal #6. One expected outcome is to achieve changes in travel behavior that will increase the efficiency of the transportation system and allow intensification of development.

4.7 Goals, Strategies, Actions

Goal 1 Create a sustainable, multi-modal transportation system focused on mobility and community renewal.

Strategy 1.1

Improve the existing pedestrian and cycle infrastructure.

- Implement the *Alternative Transportation Plan* and pursue infrastructure improvements outlined in ***Figures 4.1***, *page 4.5* and ***4.2***, *page 4.7*.
- Consider all users and modes, including pedestrians, cyclists, motorists and transit users, when planning and designing transportation systems and reviewing development proposals with the intent of creating a "Complete Streets" transportation system.
- Develop design standards that encourage cycling and walking.
- Provide physical separation, where appropriate, between bikeways/sidewalks and roadways.
- Provide uniform traffic control devices for bikeways and walkways.
- Work with other agencies such as the Three Rivers Parks District, the State Department of Natural Resources, and the U.S. Fish and Wildlife Service to coordinate pathway connections, promotions, and information materials.

Strategy 1.2

Improve cycle and pedestrian facilities through redevelopment.

- Require pedestrian and cycle connections between adjacent properties at the time of site plan review and approval.
- Require cycle storage and locking facilities as necessary at the time of site plan review and approval.
- Develop standards for cycle storage and locking facilities.

Strategy 1.3

Improve public understanding of available pedestrian and cyclist resources and of general cyclist/pedestrian safety.

- Prepare information online regarding cycle and pedestrian facilities within Bloomington.
- Develop cycling and walking safety education to improve skills and observance of traffic laws, and promote overall safety for cyclists and pedestrians.
- Develop safety education aimed at motor vehicle drivers to improve awareness of the needs and rights of cyclists and pedestrians.
- Utilize the City website, newsletter and cable access TV programming to publicize cycle and pedestrian facilities and safety issues.

Strategy 1.4

Increase regional roadway system capacity.

- Support adequate transportation related funding levels to implement needed transportation improvements including increasing the gas tax, metro-wide transportation pricing and other methods which raise revenue dedicated for transportation improvements directly from highway, transit, cycle and pedestrian path users. The City opposes collection of tolls on only portions of the regional system.
- Join with the Metropolitan Council to focus transportation investments within and along the I-494/I-694 corridor.
- Encourage MnDOT to update its official map for regional highways and related transportation facilities and to acquire rights of way for future expansion of freeways when parcels become available for purchase.
- Encourage innovative partnerships with MnDOT, the Metropolitan Council, and Hennepin County to allow development while preserving necessary rights of way for transportation facilities.

Strategy 1.5

Appropriately size minor arterial and collector system capacity for anticipated redevelopment.

- Complete the transportation improvements discussed in this plan as funds become available.
- Where appropriate, obtain rights-of-way, by dedication where possible, as shown on the City's master plan.

Strategy 1.6

Promote travel demand management (TDM) strategies.

- Encourage multi-jurisdictional and regional TDM efforts.
- Continue to be actively involved in the multi-jurisdictional groups devoted to reducing freeway congestion such as I-494 Corridor Commission and the I-35W Solutions Alliance.
- Support the efforts of 494 Commuter Services.
- Amend the City Code to formalize TDM plan requirements and thresholds.
- Promote use of TDM techniques by working with business organizations such as the Chamber of Commerce.
- Increase the average number of occupants per vehicle by promoting the use of transit, vanpools, and carpools. The City will encourage the development of high occupancy/toll (HOT) lanes, additional park and ride facilities, meter bypass lanes for high occupancy vehicles (HOV), and transit oriented design requirements.

- Encourage telecommuting to work by continuing to allow non-intrusive home occupations as permitted uses, by requiring two way high speed communication service in conjunction with the City's cable television franchise agreement, and by encouraging and facilitating the continued development of a high quality wired and wireless communications infrastructure while minimizing any adverse impacts upon the community.
- Measure and improve the year over year TDM participation of City employees through implementation of TDM techniques.
- Provide commuting information on the City's website, including easy links to sites that display information on travel times, crashes, and construction areas.
- Encourage businesses to use shuttles to bridge gaps to public transit routes or gaps in service duration for employees.
- Encourage organizations to use transit equipment to shuttle residents/customers to and from areas not well served by transit.

Strategy 1.7

Encourage land use that enhances sustainability.

- Promote a variety of land uses well distributed throughout the City to reduce trip lengths and the development of complementary uses within walking distance of one another.
- Locate regionally oriented land uses near regional transportation facilities (freeways, railroads and transitways).

Strategy 1.8

Track mobility levels over time to call attention to problem areas and to changing conditions that may impact residential areas or inhibit economic activity.

- In addition to level of service measures, use additional performance measures such as travel time between points and person through-put.

Goal 2 Create a viable, high quality transit system.

Strategy 2.1

Provide suburb to suburb transit connections.

- Encourage transit providers to establish limited stop, multi-city, trunk bus service along I-494 until a transitway can be created in the corridor.
- Encourage transit providers to improve connections from Bloomington to the Southwest Transit Center and the Burnsville Transit Center.
- Participate in efforts to increase coordination among the providers offering transit service in Bloomington and surrounding communities.

Strategy 2.2

Provide a network of strategically placed transitways.

- Advocate for inclusion of a transitway along the I-494/American Boulevard employment corridor on the Metropolitan Council's regional transitway map to promote increased density and economic activity.
- Advocate for preparation of a study to determine the alignment and mode for a transitway in the I-494/American Boulevard employment corridor.
- Encourage the rapid implementation of the planned I-35W BRT system.
- Encourage the rapid implementation of the planned Cedar Avenue BRT system.
- Support the creation of a robust regionwide transitway network that includes the addition of the Central Corridor LRT line, the Northstar Commuter Rail line, and the Southwest LRT line along with additional future transitways.
- Encourage the focus of regional transit investments on existing high density corridors.

Strategy 2.3

Maximize the benefits of existing and planned transit investments.

- Complete the planned addition of a Hiawatha LRT station at American Boulevard.
- Advocate for creation of a user-friendly, online BRT station on I-35W near American Boulevard.
- Advocate for creation of a user-friendly, BRT station on I-35W near 98th Street.
- Work with Metro Transit to create informational materials designed to increase awareness of the BE Line circulator routes and how to use them.

Strategy 2.4

Facilitate transit supportive land uses.

- Guide the placement of high density and intensity land uses to existing or planned transit corridors.
- Require new development and redevelopment to incorporate transit friendly design features.
- Support transportation network improvements that facilitate transit use. Improvements that can be made to the transportation network include additional park and ride facilities, bikeways/sidewalks, cycle storage, paved loading areas, improved signage, and transit shelters.

Strategy 2.5

Strive to meet the transit needs of residents and employees.

- Provide transportation for transit dependent residents.
- Assist transit providers in tailoring their services to meet the needs of Bloomington's transit dependent residents.
- Encourage transit providers to establish "reverse" commute service.
- Encourage transit providers to establish additional circulator bus service.

Goal 3 Provide transportation facilities that are safer for users.

Strategy 3.1

Provide improvements that increase safety.

- Emphasize priority of transportation system improvements outlined in this plan that increase safety.
- Use fundamentals of visibility, spatial relationships, adequate geometrics, appropriate gradients and other features in transportation system design.
- Provide consistently applied traffic control devices in conformance with the Minnesota Manual on Uniform Traffic Control Devices.
- Acquire adequate rights of way to provide safety enhancing features such as medians and boulevard type sidewalks.
- Develop and analyze motor vehicle, cyclist and pedestrian crash data and use the analysis in transportation planning.

Strategy 3.2

Manage the public rights-of-way to minimize risk from obstacles along transportation facilities.

- Consider requiring local service electric distribution and communication cables to be placed underground whenever the adjacent arterial or collector street is widened requiring utility pole relocation.
- Provide breakaway signs and poles meeting state and federal guidance.
- Minimize negative safety impacts from private structures placed in the right-of-way.
- Minimize the number of unshielded obstacles within 20 feet of a roadway.
- Require structure and other obstruction setbacks as necessary to maintain safety and visibility.

Strategy 3.3

Manage access points and intersections along arterial roadways.

- Remove or restrict direct access to minor arterial streets, where feasible.
- Require driveway designs and locations to conform with the City's access management practices.
- Coordinate review and permitting of access to county and state roadways with appropriate agencies.
- Encourage land uses that are compatible with adjacent streets as new development and redevelopment occurs.

Strategy 3.4

Manage and maintain public roadways and sidewalks.

- Perform snow removal as called for in the City's snow removal policy.
- Restrict on street parking through signs in areas where on street parking obstructs access or is deemed hazardous.

Strategy 3.5

Further promote compliance with traffic laws.

- Advocate authorization of technology to support traffic law enforcement.
- Encourage neighborhood participation in improving traffic law compliance utilizing the Neighborhood Watch Group and National Night Out Structure.
- Encourage traffic law compliance utilizing City communication devices such as the website, newsletter, and community television.
- Consider additional police enforcement personnel focused specifically on traffic.
- Continue to support Police Department involvement to educate and encourage safer practices.
- Establish uniform traffic complaint procedures.
- Summarize complaint procedures in an easy to read brochure.

Goal 4 Protect the public investment in transportation infrastructure through regular maintenance and management.

Strategy 4.1

Maintain 90 percent of City streets in a condition above the "problem" category.

- Adequately fund the Pavement Management Program.
- Pursue roadway infrastructure maintenance and replacement grants.
- Convert transitional streets to permanent streets as they can be phased into the reconstruction program.
- Continue to study and implement promising new techniques in pavement management.
- Recover appropriate costs from utilities and others using the right-of-way to compensate for their impact on public streets.

Strategy 4.2

Maintain high quality transportation infrastructure.

- Manage City roadway rights-of-way to require private utilities to be installed in a manner that does not hinder improvements to the adjacent roadway.
- Inventory and rate condition of all transportation infrastructure (including traffic signals, street lights, signs, sidewalk/bikeways and streetscaping).
- Develop target conditions for assets.
- Develop maintenance plans and funding system to achieve targets.
- Monitor asset conditions.
- Coordinate the timing of signalized intersections controlled by separate jurisdictions.

Goal 5 Address the specific transportation needs and opportunities of the Airport South District.

Strategy 5.1

Support land uses that minimize the need for single occupant vehicle travel.

- Guide and zone land for dense residential uses mixed with non-residential uses near LRT stations.
- Require new development and redevelopment to incorporate transit, pedestrian and cycle friendly design features.

Strategy 5.2

Create a viable, high quality transit system.

- Advocate for the designation and creation of an east-west transitway that connects the Mall of America and the existing Hiawatha Transitway with the planned Southwest Transitway along the I-494/American Boulevard employment corridor.
- Encourage the rapid implementation of the Cedar Avenue BRT system.
- Complete the planned addition of a Hiawatha LRT station at 34th Avenue and American Boulevard.
- Implement plans for Hiawatha LRT stations that can accommodate LRT trains of three car lengths.

Strategy 5.3

Minimize levels of congestion.

- Promote travel demand management (TDM) strategies.
- Implement and pursue the infrastructure improvements outlined in ***Figure 4.14***, *page 4.35*.
- Join with the Metropolitan Council to focus transportation investments within and along the I-494/I-694 corridor.

Strategy 5.4

Provide a comprehensive, convenient and safe pedestrian and cycle transportation system.

- Implement the *Alternative Transportation Plan* and pursue infrastructure improvements outlined in ***Figures 4.1***, *page 4.5*, and ***4.2,*** *page 4.7*.
- Develop skyway connections between the Mall of America Phase I, Mall of America Phase II and IKEA.

Strategy 5.5

Minimize the negative impacts of freight movement within Airport South.

- Encourage freight deliveries, especially to the Mall of America, to occur during off-peak hours.

Section A4

Transportation Appendix

A4.1 Locations of Planned Improvements and Forecast Needs

City of Bloomington, Minnesota

Appendix Reference Number	
A-01	**Normandale Blvd.(CSAH 34): American Blvd. (Bridge) to the 8600 block of Normandale Blvd.** – Construct additional left and right turn lanes at Normandale Blvd. (CSAH 34) and 84th St. and non-motorized grade-separated crossing over Normandale Blvd (CSAH 34) South of 84th St.
A-02	**Normandale Blvd. (CSAH 34): 8600 Block to 9200 Block of Normandale Blvd.** – Construct left turn lanes and medians.
A-03	**Normandale Boulevard (CSAH 34) and Poplar Bridge Rd.** – Extend southbound left turn and construct right turn lane.
A-04	**W. 78th St.: US 169 to 7000 Block of W. 78th St.** – Construct left turn lanes.
A-05	**American Blvd.: Norman Center Dr. to Green Valley Dr.** – Construct left turn lanes, traffic signals, right turn lanes, and medians.
A-06	**American Blvd.: 82nd St. to France Ave. (CSAH 17)** – Construct left turn lanes, right turn lanes, medians, and traffic signals.
A-07	**Old Shakopee Rd. (CSAH 1): Rich Ave. to Kell Ave.** – Construct left turn lanes, right turn lanes, and medians.
A-08	**Old Shakopee Rd. (CSAH 1): 98th St. to Grand Ave.** – Construct additional east-west through lanes, right turn lanes, and medians.
A-09	**98th St. and Penn Ave. (CSAH 32)** – Construct left turn lanes, right turn lanes, and medians.
A-10	**Old Shakopee Rd. (CSAH 1) and Nicollet Ave. (CSAH 52)** – Construct southbound right turn lane.
A-11	**82nd St.: I-35W to Lyndale Ave.** – Construct left turn lanes, right turn lanes, and medians.
A-12	**90th St. and Portland Ave. (CSAH 35)** – Construct left turn lanes or roundabout.
A-13	**86th St. and Portland Ave. (CSAH 35)** – Construct left turn lanes or roundabout.
A-14	**Nord Ave. – 81st St. to 78th St.** – Construct a grade-separated crossing over I-494 along the alignment of Nord Avenue. Includes a connection from American Blvd. via Oxborough Ave. and 81st St., and a new alignment of 78th St. from 78th Street Cir. to Computer Ave.
A-15	**Old Shakopee Rd. / 24th Ave. (CSAH 1) and Killebrew Dr.** – Extend eastbound and westbound left turn lanes.

Appendix Reference Number	
A-16	**24th Ave. (CSAH 1) and American Blvd.** – Construct additional southbound, eastbound and westbound right turn lanes; extend both southbound right turn lanes to I-494; extend eastbound and westbound left turn lanes; and extend outside southbound left turn lane.
A-17	**24th Ave. (CSAH 1) and 82nd St.** – Convert existing southbound through/right lane to right turn only.
A-18	**American Blvd. and 34th Ave.** – Construct southbound and westbound dual right turn lanes.
A-19	**American Blvd.: 34th Ave. to 30th Ave.** – Convert to one way westbound.
A-20	**American Blvd and Metro Dr (east)** – Construct westbound left turn lane.
A-21	**American Blvd. and 30th Ave**. – Install traffic signal and convert to two eastbound right turn lanes, two westbound left turn lanes, and two northbound left turn lanes.
A-22	**American Blvd. and 28th Ave.** – Construct eastbound right turn lane, extend northbound left turn lane, convert northbound through lane to left turn lane, and modify traffic signal.
A-23	**Old Shakopee Rd. (CSAH 1): Cedar Ave. to Killebrew Dr.** – Reconstruct with 3 through lanes in each direction, left turn lanes and median.
A-24	**82nd St. – I-35W to Penn Ave. (CSAH 32)** – Construct left turn lanes, right turn lanes, and medians.
A-25	**Penn Ave. (CSAH 32) and American Blvd.** – Construct left turn lane and right turn lane.
A-26	**Old Shakopee Rd. (CSAH 1) and Xerxes Ave.** – Construct left turn lanes and medians.
A-27	**France Ave. (CSAH 17) and 84th St.** – Construct left turn lanes.
B-01	**East Bush Lake Rd. (CSAH 28): 84th St. to 106th St.** – Construct left turn lanes, separated right turn lanes, and medians.
B-02	**Stanley Ave.: American Blvd. to 82nd St.** – Construct roadway with left turn lanes, right turn lanes, and medians.
B-03	**84th St. and Xerxes Ave.** – Construct permanent traffic signal (metal signal poles and mast arms) to replace temporary (span wire and wood pole).
B-04	**95th St. and Nicollet Ave. (CSAH 52)** – Construct left turn lanes, right turn lanes, and medians.
B-05	**90th St. and Nicollet Ave. (CSAH 52)** – Construct left turn lanes.
B-06	**86th St. and Nicollet Ave. (CSAH 52)** – Construct left turn lanes and bikeway/walkways.
B-07	**28th Ave. and 82nd St.** – Convert eastbound through lane to additional left turn lane and convert eastbound right turn lane to through and right turn lane.
B-08	**33rd Ave. and Old Shakopee Rd.** – Install traffic signal.
B-09	**31st Ave. and Old Shakopee Rd.** – Extend eastbound left turn lane.

Appendix Reference Number	
B-10	**30th Ave. and Old Shakopee Rd.** – Construct two eastbound left turn lanes, two southbound left turn lanes, two southbound right turn lanes and traffic signal.
B-11	**28th Ave. and Old Shakopee Rd.** – Construct two northbound left turn lanes, two northbound through lanes, two northbound right turn lanes, additional southbound left turn lane, additional southbound right turn lane and eastbound right turn lane.
B-12	**Old Shakopee Rd.: 28th Ave. to 30th Ave.** – Construct medians and left and right turn lanes.
B-13	**30th Ave.: American Blvd. to Old Shakopee Rd.** – Construct two lanes in each direction with left turn lanes.
B-14	**28th Ave.: American Blvd. to 82nd St.** – Construct additional southbound lane.
N-01	**Non-Motorized Grade-Separated Pathway of Killebrew Dr. at 22nd Ave.** – Construct a non-motorized overpass.
N-02	**Non-Motorized Crossing of Long Meadow Lake at Old Cedar Ave.** – Remove existing bridge and construct a non-motorized crossing of Long Meadow Lake.
N-03	**Minnesota River Trail** – Construct destination trail from Bloomington Ferry Road to I-494 along Minnesota River.
N-04	**Hyland Trail** – Construct destination trail from Bloomington Ferry Road Bridge (Minnesota River Trail) to Hyland Park.
N-05	**American Boulevard Pedestrian-Way** – Construct remainder of pedestrian-way along American Blvd.
N-06	**France Avenue Trail** – Construct linking trail from American Blvd. pedestrian way to Old Shakopee Road.
N-07	**XCEL Trail** – Construct destination trail from American Blvd. pedestrian way to Minnesota River Trail.
N-08	**Old Shakopee Road Trail** – Construct linking trail/pedestrian-way along Old Shakopee Road from US 169 to 34th Avenue/I-494 interchange.
P-01	**I-494 and US 169** – Reconstruct interchange with directional fly-over ramps; closure of Highwood Dr. at TH169; conversion of Marth Rd. to two way traffic; grade separated (from the freeways) connections of the city roadways on the north, west and south legs of the interchange; traffic signals at the ramp intersections of local roadways and freeway ramps; and bikeway/walkways.
P-02	**I-494 and Hwy 100** – Reconstruct interchange to include directional fly-over ramps and Picture Dr. connection to westbound I-494.
P-03	**MN 77 and I-494 (southbound to eastbound)** – Reconstruct interchange to include directional fly-over ramps.
P-04	**I-35W and I-494** –Reconstruct interchange to include directional fly-over ramps.
P-05	**I-494: TH 100 to east of 24th Ave. (CSAH 1)** – Widen to four lanes in each direction, including collector distributor systems east and west of I-35W interchange.

Appendix Reference Number	
P-06	**I-35W: Minnesota River Bridge to North City Limit** – Four through lanes (including HOT lane) in each direction.
P-07	**I-494 and Lyndale Ave.** – Construct a single-point interchange.
P-08	**I-494 and Portland Ave. (CSAH 35)** – Construct a single-point interchange and remove the existing interchanges at Nicollet Ave. and 12th Ave.
P-09	**Southbound I-35W: North and South of 106th St.** –Construct realignment of the southbound I-35W off-ramp on the existing alignment of West Bloomington Freeway Rd. and the southbound I-35W on-ramp on the existing River Terrace Dr. alignment, convert to a one-way facility southbound only at a point to the north of the new alignment change through a point south of the alignment change and install traffic signal.
P-10	**I-35W and Old Shakopee Rd. (CSAH 1)** – Reconstruct interchange to include a loop ramp in the southeast quadrant and relocate the northbound I-35W off-ramp intersection with Old Shakopee Rd.
P-11	**TH 77 and Lindau Ln.** – Remove direct connection from northbound TH 77 collector-distributor roadway to Lindau Ln. and construct ingress and egress from northbound TH 77 to Lindau Ln. on roadway on MOA site.
P-12	**TH 77/I-494 and Thunderbird Rd.** – Construct ingress and egress from eastbound TH 77/I-494 collector-distributor roadway to Thunderbird Rd. Includes construction of roundabout on Thunderbird Rd. at hotel driveways.
P-13	**I-494 Collector-Distributor Roadway** – Construct collector-distributor roadway from Thunderbird Rd. to east of 34th Ave.
P-14	**I-494 and 24th Ave. (CSAH 1)** – Construct additional westbound left turn lane.
P-15	**I-494 and 34th Ave.** – Reconstruct as folded diamond interchange (to west).
P-16	**I-35W: 82nd St. to north of I-494** – Construct collector-distributor roadway.
P-17	**I-35W and 94th St.** – Reconstruct/raise bridge and associated ramp modifications.
R-01	**82nd St. and CP Rail Crossing** – Construct gates on railroad crossing signals.
R-02	**James Ave. and CP Rail Crossing** – Construct railroad crossing signals and gates.
R-03	**111th St. and CP Rail Crossing** – Construct railroad crossing signals and gates.
R-04	**Xerxes Ave. and CP Rail Crossing** – Construct railroad crossing signals and gates.
R-05	**92nd St. and CP Rail Crossing** – Construct railroad crossing signals and gates.

Appendix Reference Number	
R-06	**Kell Ave. and CP Rail Crossing** – Construct railroad crossing signal and gates.
R-07	**Queen Ave. and CP Rail Crossing** – Construct railroad crossing signal and gates or relocate Queen Ave. to eliminate crossing.
R-08	**Morgan Ave. and CP Rail Crossing** – Construct railroad crossing signal and gates or eliminate crossing.
R-09	**Girard Ave. and CP Rail Crossing** – Construct railroad crossing signal and gates or eliminate crossing.
R-10	**96th St. (east of Girard Ave.) and CP Rail Crossing** – Construct railroad crossing signal and gates.
T-01	**American Blvd./34th Ave. LRT Station** – Construct a LRT station in the 34th Ave. median at American Blvd. on the Hiawatha transitway.
T-02	**I-35W/82nd St. BRT Station** – Construct a BRT station near I-35W and American Blvd. on the I-35W transitway.
T-03	**I-494 Transitway** – Construct a transitway (LRT or BRT) in the I-494/American Blvd. corridor with connections to Hiawatha, Cedar, I-35W and Southwest transitways.
T-04	**I-35W/98th St. BRT Station** – Construct a BRT station near I-35W and 98th Street on the I-35W transitway.
W-01	**Airport South Area** – Install Motorist Information Signs for the Airport South Area. This area is bounded by I-494 on the north, the Minnesota River on the east and south, and Cedar Avenue (TH 77) on the west.

Section 5

Airport Impact Element

5.1 Executive Summary

The close proximity of Minneapolis-St. Paul International Airport (MSP) creates a variety of positive and negative impacts on Bloomington. Throughout history, the growth of cities has been driven by proximity to transportation infrastructure. Sea ports, river ports, railroads and highways have taken their turn driving urban growth. In today's global economy, international hub airports are increasingly becoming economic drivers.

MSP is already instrumental in the success of many Bloomington businesses including hotels, remote airport parking facilities, offices, some residential projects and the Mall of America. The airport is one of the region's largest employers and many airport employees call Bloomington home. Bloomington seeks to capitalize upon proximity to MSP while recognizing that increasing aviation costs may reduce the importance of airports in the future.

While MSP is a major economic engine for Bloomington, its proximity brings with it noise, land use restrictions and height limits. In recent years, Bloomington lost several businesses and over 160 living units to the construction of MSP's new north-south runway. Still, all things considered, having MSP as a close neighbor is a *net positive* for Bloomington. The City supports retaining MSP as the region's one major passenger and cargo airport. At the same time, the City will continue to work actively to reduce and contain the adverse impacts of MSP on Bloomington.

Reliever Airports

While MSP has been designed primarily for regularly scheduled commercial flights, there are ten other airports in the metropolitan airport system designed to serve personal and business general aviation needs and to relieve MSP of general aviation traffic. The closest reliever airport to Bloomington is Flying Cloud in Eden Prairie. Along with Airlake Airport in Lakeville, Flying Cloud serves the travel needs of Bloomington businesses and residents that cannot be met by scheduled airline service. Although air traffic departing and arriving at Flying Cloud frequently passes over Bloomington, the associated noise impacts on Bloomington are limited. The City supports continued improvements for general aviation needs at the Flying Cloud Airport.

Future Changes at MSP

Looking forward, several airport related changes have the potential to impact Bloomington, including:

- MSP's forecast continued growth in passengers and flights.
- The merger of MSP's largest airline, Northwest, with Delta Airlines.
- Higher aviation fuel costs.
- The planned major expansion of the Humphrey Terminal and the associated significant increase in traffic volume on 34th Avenue.
- The Metropolitan Airports Commission's sale of several Bloomington development sites acquired during implementation of Runway 17/35.
- The evolution of commercial aircraft fleets toward newer, quieter models.
- Improvements in communications technology that may reduce the need to travel by air.

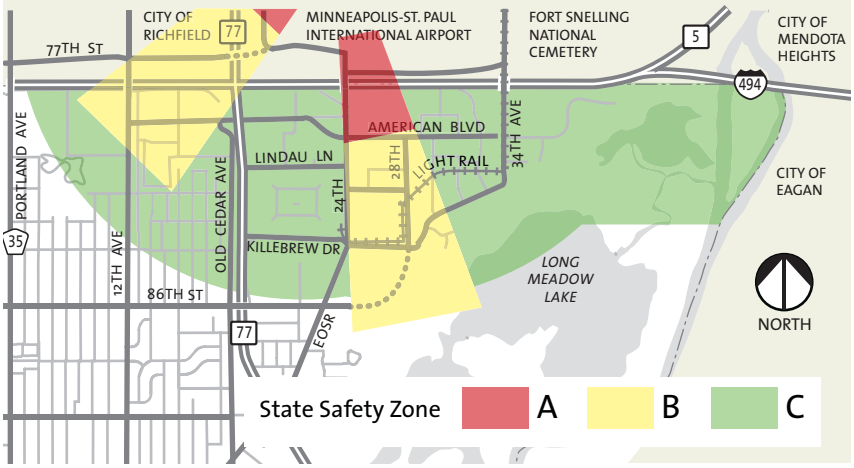
5.2 Safety

Public safety and aircraft operation safety are overriding considerations in achieving compatibility between the airport and its surroundings. To protect the safety of the flying public and those on the ground, the federal and state governments as well as the MSP Joint Airport Zoning Board have instituted a variety of controls which include limits on use and structure height near MSP.

Runway Safety Zones

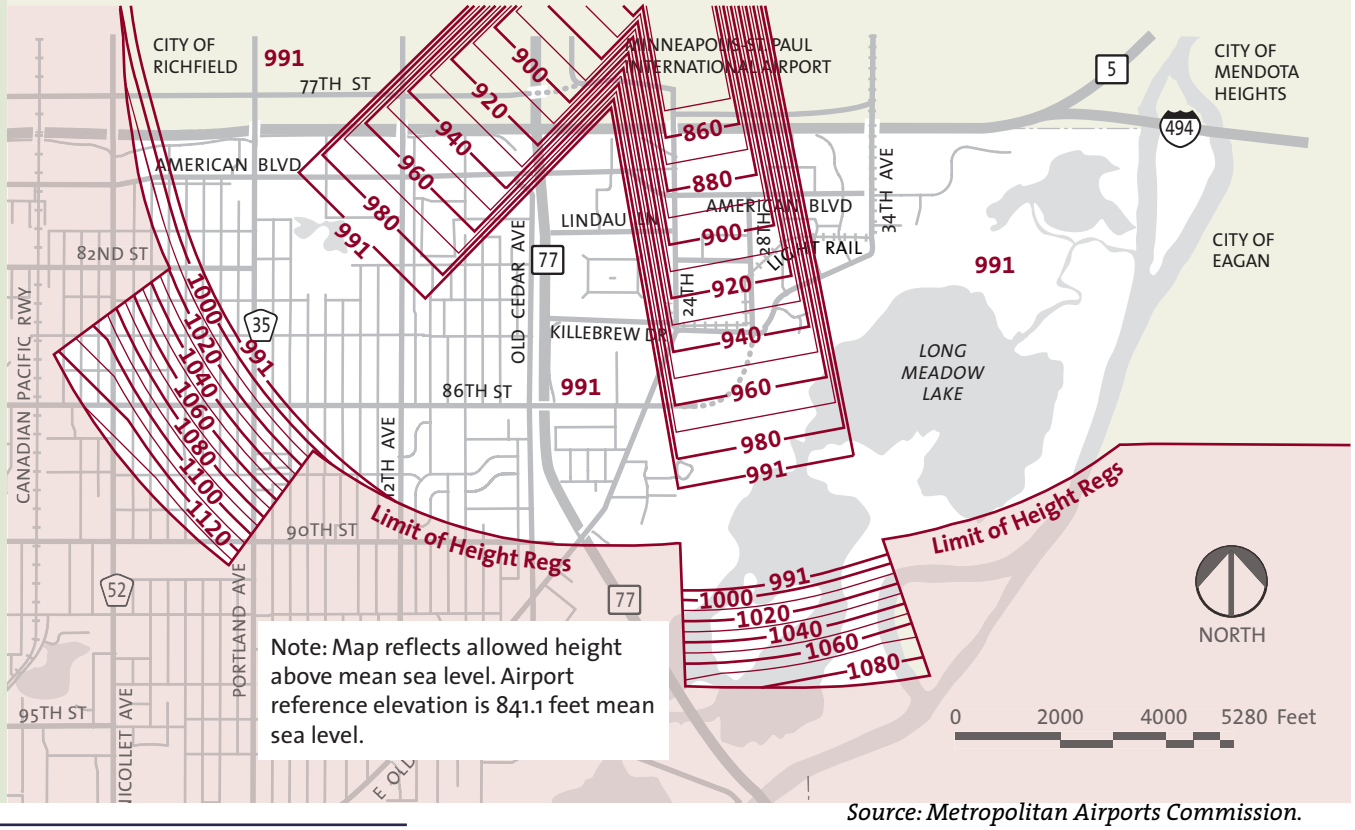
After considerable study and public input, in 2004 the MSP Joint Airport Zoning Board adopted the *MSP International Airport Zoning Ordinance* which includes the safety zones depicted in ***Figure 5.1***, *right*. Safety Zone A corresponds with the Federal Runway Protection Zone and prohibits all uses. Safety Zone B prohibits various types of use and Safety Zone C regulates activities and structures that would interfere with airport communications or with a pilot's view of the airport.

Figure 5.1 Runway Safety Zones



Source: Metropolitan Airports Commission.

Figure 5.2 Structure Height Limits – MSP Airport Zoning



Source: Metropolitan Airports Commission.

Height Limits

Figure 5.2, *page 5.2*, depicts the height limits of the MSP International Airport Zoning Ordinance. Bloomington has implemented the safety and height restrictions of the MSP International Airport Zoning Ordinance through adoption of the AR-17 and AR-22 overlay districts and by rezoning parcels.

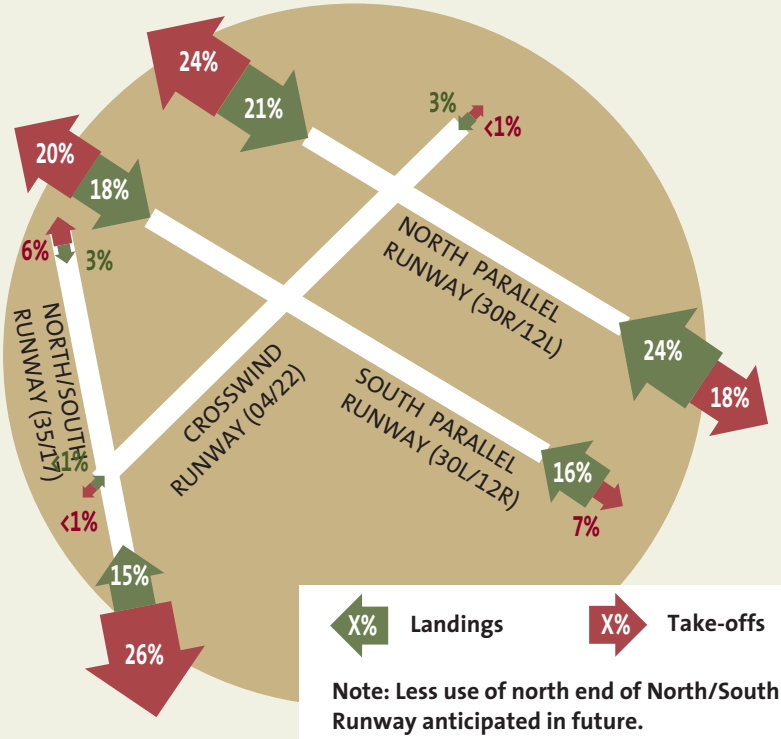
5.3 Noise

Noise is the most widespread environmental impact associated with the airport and perhaps the most difficult airport-related problem to mitigate. While all of Bloomington is exposed to noise from overhead aircraft, noise levels are most intense in portions of eastern Bloomington near the airport and under flight paths. ***Figure 5.3***, *below*, depicts 2007 runway use at MSP and ***Figure 5.4***, *next page*, depicts the forecast 2005 aircraft noise exposure levels used in MAC's noise mitigation program.

Noise impacts at DNL 75 and above are considered severe. Residential, most public and quasi-public, and hotel uses are incompatible with these noise

Airplanes fly low over the Airport South District and the Minnesota River bluffs, directly south of the MSP Airport.

Figure 5.3 MSP Runway Use, 2007



Source: Metropolitan Airports Commission, Annual Noise Contour Analysis - 2007, *Table 3.3.*

Window replacement is one technique used to mitigate aricraft noise.

levels. Other non-industrial land uses are appropriate only when adequately insulated. Noise impacts at DNL 70-75 are sustained and can routinely interfere with speech and sleep. Residential land uses and most public and quasi-public uses are incompatible with these noise levels. Other uses may require insulation depending on the nature of the use. Noise impacts at DNL 65 to DNL 70 are significant while noise impacts at DNL 60 to DNL 65 are considered moderate. Based on a 2007 lawsuit settlement, The Metropolitan Airports Commission will be offering noise mitigation measures by 2012 to all residences at or above DNL 60. Depending on noise exposure levels, the measures range from adding air conditioning to window replacement and wall and attic insulation.

Figure 5.4 Aircraft Noise Exposure, 2005

Source: Environmental Assessment for the Implementation of a Departure Procedure from Runway 17.

5.4 Goals, Strategies, Actions

Goal 1 Support continued improvements to preserve MSP as a first class international hub airport to best capitalize on its proximity to Bloomington.

Strategy 1.1

Support continued use of MSP as the region's one major passenger and cargo airport.

Strategy 1.2

Support improvements to keep MSP operating safely and efficiently.

Strategy 1.3

Encourage continued improvements at Flying Cloud Airport for general aviation needs and as a method for relieving general aviation traffic from MSP.

Strategy 1.4

Work with the Metropolitan Airports Commission on joint planning efforts.

- Cooperate with the Metropolitan Airports Commission when preparing the Airport South District Plan.
- Request Bloomington involvement in MSP master planning efforts.
- Assist the MAC with sale or development of several properties in Bloomington it purchased as part of the 17/35 runway mitigation project.

Strategy 1.5

Support the construction of additional parking at MSP airport as a way to eliminate the need for remote airport parking facilities.

Strategy 1.6

Advocate for transportation improvements as needed to support growth at MSP.

- Support regionally funded improvements to 34th Avenue and to the I-494/34th Avenue interchange to accommodate anticipated future traffic levels once the Humphrey Terminal is expanded.
- Integrate off-site remote airport parking with transit to reduce the number of vehicle trips at and near the airport.

Strategy 1.7

Ensure new development does not inappropriately interfere with airport operations.

- Enforce the Minneapolis-St. Paul International Airport Zoning Ordinance.
- When required under federal law, development must submit a Notice of Proposed Construction or Alteration (FAA Form 7460) to the Federal Aviation Administration.

Goal 2 Reduce and contain MSP's adverse impacts on Bloomington.

Strategy 2.1

Support aggressive mitigation of aircraft noise impacts to reduce the airport's nuisance effect on residents around the airport.

- Advocate for strategies to reduce aircraft noise at its source as an efficient method of minimizing aircraft noise impacts.
- Advocate to complete noise mitigation programs for all residences at DNL 60 or above by 2012.
- Advocate for runway use strategies that minimize noise exposure to Bloomington homes.
- Prepare and adopt into the City Code aircraft noise insulation standards for new development in areas exposed to high levels of aircraft noise.
- Encourage appropriate noise mitigation in conjunction with all future airport-related changes that negatively impact noise levels.

Strategy 2.2

Continue to participate actively in airport-related advisory boards and committees.

Section 6

Utilities Element

6.1 Water System

This section summarizes in-depth water system plans, including:

- *Water System Master Plan.*
- Bloomington's *Water Emergency and Conservation Plan* (which satisfies the requirements of *Minnesota Statute 103G.291 Subd. 3,* and was reviewed by the Metropolitan Council and approved by the Minnesota Department of Natural Resources on September 28, 2007.)
- Bloomington's mandated *Wellhead Protection Plan.*

Water System History

Before 1960, there was no public water system in Bloomington. Users extracted water from private wells. The shallow water table in the eastern portion of Bloomington contributed to a building boom that saw the City's population jump from around 10,000 in 1950 to over 50,000 in 1960. The new, mass-produced homes relied on wells for potable water and septic tanks/cesspool systems for waste disposal. In most cases, the well consisted of a length of pipe with a well point attached, driven into the shallow aquifer about twelve to fifteen feet below the surface, not far from the waste disposal systems. Within a few years, wastewater began to seep into the shallow aquifer, causing its water to be unfit for drinking.

After careful study, a referendum was held in 1959 and voters approved the installation of public water and sanitary sewer systems. In the spring of 1960, a rapid construction program was initiated. Approximately 100 miles of water and sanitary sewer piping were installed in the first year. Originally, water for the system was purchased from the City of Minneapolis and pumped during off-peak hours to reservoirs at West 82nd Street and Penn Avenue. To diversify its supply, the City constructed four deep wells and a water treatment plant, which went into operation in 1974. In 2002, the City of Bloomington completed a project which added two additional wells and increased the capacity of its water treatment plant.

Water Supply

Bloomington's current public water supply consists of two sources: groundwater and surface water. Groundwater is provided by six deep wells located near Normandale Boulevard, Poplar Bridge Road, and Collegeview

Valley View Water Tower

Utility Systems Introduction

Utility systems are a necessity for public health, safety, and welfare and play a direct role in physical development and environmental quality. Modern water treatment and distribution, sanitary sewage collection and treatment, surface water management, and gas, electric, and communication services have become so dependable and available as to often be overlooked. Bloomington is, for the most part, currently well served by public and private utilities. For Bloomington to continue to grow and prosper, however, the City must take steps to keep Bloomington's public and private utility infrastructure up-to-date and to ensure the future availability of additional utility capacity.

It is the City of Bloomington's intent to work with public agencies and private utilities to provide high quality, highly dependable utility services while minimizing utility costs and the visual impacts of utility infrastructure through efficient design and operation and coordinated planning.

Water Treatment

Bloomington's ground water treatment process includes conventional lime softening through a contact solids basin (mixing, flocculation, and sedimentation), recarbonation, chloritization, filtration, and fluoridation all done in a manner that makes the ground water compatible with surface water provided from the City of Minneapolis. The plant has the capacity to supply 14 MGD of high-quality, softened water that meets the requirements of the Safe Drinking Water Act. The facility is staffed 24 hours a day by a fully trained staff of certified operators. The plant includes a certified laboratory staffed by two chemists who monitor raw and finished water quality, perform microbiological testing, analyze storm water runoff, and monitor municipal lake and stream water quality.

Lime softening residuals are a major by-product of the City's water treatment process. Lime is used as the principal softening agent to precipitate out calcium and magnesium ions. Disposal of lime softening residuals is an important consideration in the efficient operation of the plant. Although lime softening residuals are inert, their disposal is costly in economic terms. The by-product is currently transported by truck to the City's seven storage lagoons in the Western Industrial Area, each of which has a storage capacity of two years. At appropriate intervals, the lagoons are excavated and the lime softening residuals are transported to farm fields. There the residuals are incorporated into the earth as a U.S. Department of Agriculture approved farm field enhancement.

Road. All of the wells, except Number Three, obtain water from the Prairie du Chien-Jordan aquifer. Well Number Three obtains water from the Hinckley aquifer. Water from the wells is pumped directly to a nearby water treatment plant. The well water, high in quality but relatively hard, is lime-softened. The capacity of the wells is 18.1 million gallons per day (MGD).

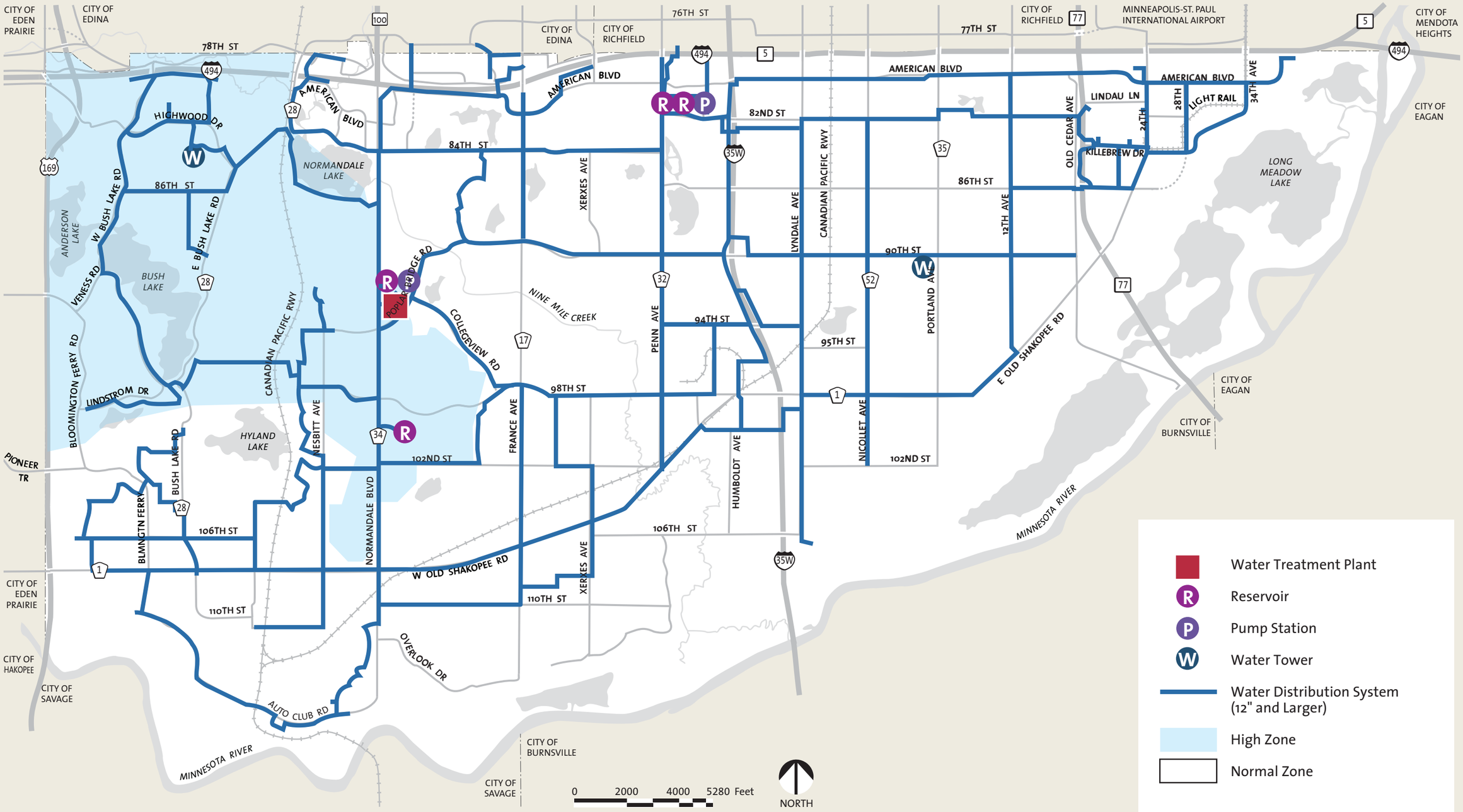
The firm capacity of the wells is 15.1 MGD, which is slightly higher than the designed treatment plant capacity of 14 MGD. All wells are actively used. City treatment plant staff operate all the wells and rotate their use to balance run time hours on an annual basis.

The surface water portion of the supply, purchased off-peak and wholesale from the City of Minneapolis, is also lime-softened water. Bloomington's current agreement with Minneapolis allows the City to draw up to 30 MGD until the year 2017. The Minneapolis portion of the supply is stored in two 10-million gallon reservoirs located at West 82nd Street and Penn Avenue in Bloomington. The water is pumped from the 20 MG "82nd Street Reservoir" into the Bloomington distribution system based upon system demand. The reservoir is used primarily as a peaking facility. Water in the distribution system is a blend of these two finished potable waters. The yearly average of Bloomington treated water versus the Minneapolis purchased water is 75% to 25%.

The expansion of Bloomington's water treatment plant and wellfield in 2002 was completed to meet essential demands, increase reliability, increase flexibility (providing a true dual source of treated water), reduce reliance on purchased water from Minneapolis, and gain greater control in meeting water quality goals. The improvement is consistent with the projected needs of the community based on growth in population and employment and allows the City to meet essential demands (defined as average daily usage on an annual basis) should Bloomington lose the ability to draw water from Minneapolis.

The vast majority of Bloomington's water needs are met from the public supply, although some private wells do exist. Private groundwater use is regulated by the Minnesota Department of Natural Resources. The largest private use of groundwater in Bloomington comes from those industrial users who avoid treated water due to cost or chemical reasons. Private groundwater use raises several issues, such as aquifer recharge, proper metering and billing when discharged into the sanitary sewer system, and impact on surface water bodies when discharged into the storm sewer system.

Figure 6.1 Existing Water Distribution System



Source: Bloomington Utilities Division, 2008.

Water Distribution System

Bloomington's water distribution system is supplied from the City's wells and water treatment system as well as two connections to the Minneapolis distribution system. The water from Bloomington's treatment plant is stored in a 4 million gallon treated water reservoir and pumped to the distribution system. The water from Minneapolis is delivered to two 10 million gallon storage reservoirs located at West 82nd Street and Penn Avenue , then pumped to the distribution system on demand.

To achieve the pressure necessary to supply water throughout the City, the distribution system is divided into two pressure zones labeled as the "Normal Zone" and the "High Zone." The High Zone is supplied by pumping from the Normal Zone. In addition to water mains of various sizes, distribution infrastructure in the Normal Zone includes the 1.5 million gallon Valley View Water Tower located at 401 East 90th Street and the 3 million gallon Western Reservoir located at 9921 Rich Road. The High Zone includes the 1.5 million gallon Northwest Water Tower located at 7201 West 83rd Street. ***Figure 6.1****, page 6.3,* depicts Bloomington's water distribution system. Total storage capacity is roughly 30 million gallons, slightly over twice the average daily demand.

As a developed community, Bloomington's water distribution system is essentially complete. In 1998, Bloomington's *Water System Master Plan* recommended several areas in which the distribution system should be upgraded to address water pressure deficiencies.

Table 6.1 Historical and Projected Water Demand

Year	Average Day (MGD)	Maximum Day (MGD)	Maximum Hour (MGD)
2007	13.3	36.2	61.5
2008	13.4	36.4	61.9
2009	13.5	36.6	62.2
2010	13.6	36.8	62.6
2011	13.6	36.9	62.7
2012	13.6	37.0	62.9
2013	13.7	37.1	63.1
2014	13.7	37.2	63.2
2015	13.8	37.4	63.6
2020	13.9	37.6	63.9
2025	14.1	38.1	64.8
2030	14.3	38.6	65.6

Source: Bloomington Utilities Division (historical data), Black and Veatch (projections), and Bloomington's Water Emergency and Conservation Plan.

Water Demand

A water utility must be able to supply water at highly fluctuating levels of demand. Demand levels most important to the design and operation of a water system are average day, maximum day, and maximum hour. Average day demand is the annual volume of water supplied divided by the number of days in the year. This number is used for projecting peak demands and for developing probable supply, treatment, and pumping costs and revenue. Maximum day demand is the maximum quantity of water used on any day of the year. This number is used to size water supply, treatment, and distribution facilities.

The greatest demands on a water system are generally experienced for short periods of time during the maximum demand day. These peak demands are referred to as maximum hour demands because they seldom extend over a period of more than a few hours. Pumping and storage requirements are usually determined on the basis of maximum hour demands.

Table 6.1, *left,* depicts recent water use rates as well as projected future demand. Construction of additional wells and expanded treatment capacity were completed in 2002 as recommended in Bloomington's Water System Master Plan to meet future essential demands and to increase system reliability, flexibility, and overall water quality while optimizing the service life of the water treatment plant.

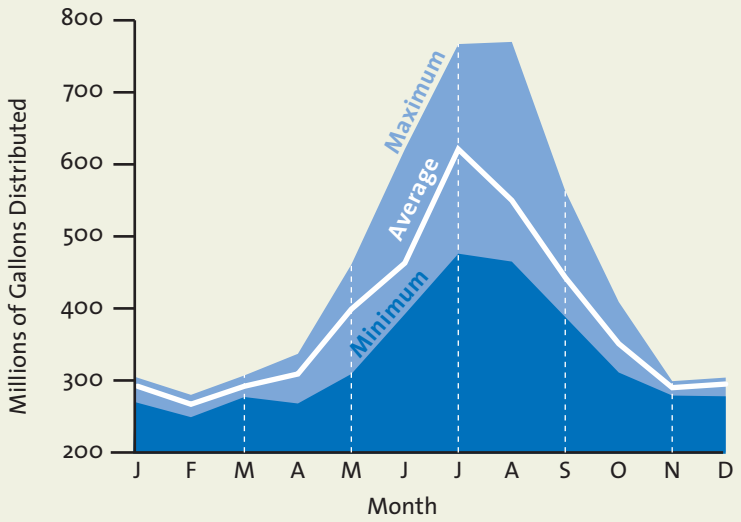
Sam H. Hobbs Water Treatment Plant

Beyond its use for drinking water and indoor household needs, Bloomington's water system is also vital for:

- **Fire Suppression** – Insurance rates are based in part on a city's water system;
- **Manufacturing Support** – Bloomington is home to several manufacturers that require a plentiful, consistent water supply; and
- **Landscaping Maintenance** – ***Figure 6.2****, above right,* illustrates that more than half of the City's water demand in summer months relates to maintaining landscaping.

Modifying water usage to more sustainable levels will require changes in the landscaping materials that are used and how those materials are maintained. Maintaining a water rate structure that promotes water conservation is vital to the City's sustainability efforts.

Figure 6.2 Water Distribution by Month, 1998 - 2007



Source: Bloomington Utilities Division.

By the end of 2008, roughly 85% of these recommended upgrades have been completed. The remaining system upgrades will be completed in conjunction with upcoming pavement rehabilitation projects.

Water systems are typically designed to meet peak period demands. In Minnesota, water usage varies dramatically throughout the year. Peak periods invariably occur during the hotter and drier months of the summer. ***Figure 6.2****, above,* shows the impact of the seasons on minimum, maximum, and average Bloomington water usage. One way the City attempts to defer or eliminate the need for capital improvements to the water system is to increase local water conservation efforts, especially the replacement of conventional landscaping with types that require less water.

In pursuit of an even more sustainable city, Bloomington's *Water Emergency and Conservation Plan* identifies several water conservation measures including: metering; water audit, leak detection, and repair programs; rate structures; regulations for plumbing fixtures; retrofitting programs; local ordinances; educational programs; and pressure reduction. Current measures include public education, metering upgrades, leak detection, and rate structures. Bloomington will also prepare a Utilities Asset Management Program, similar to the existing Pavement Management Program, to manage utility maintenance and replacement for the long term.

6.2 Sanitary Sewer System

This section summarizes the City's *Sanitary Sewer Policy Plan*. This section also includes updated information based upon water consumption histories and a new Comprehensive Sanitary Sewer System Model developed by Black and Veatch in 2007.

History

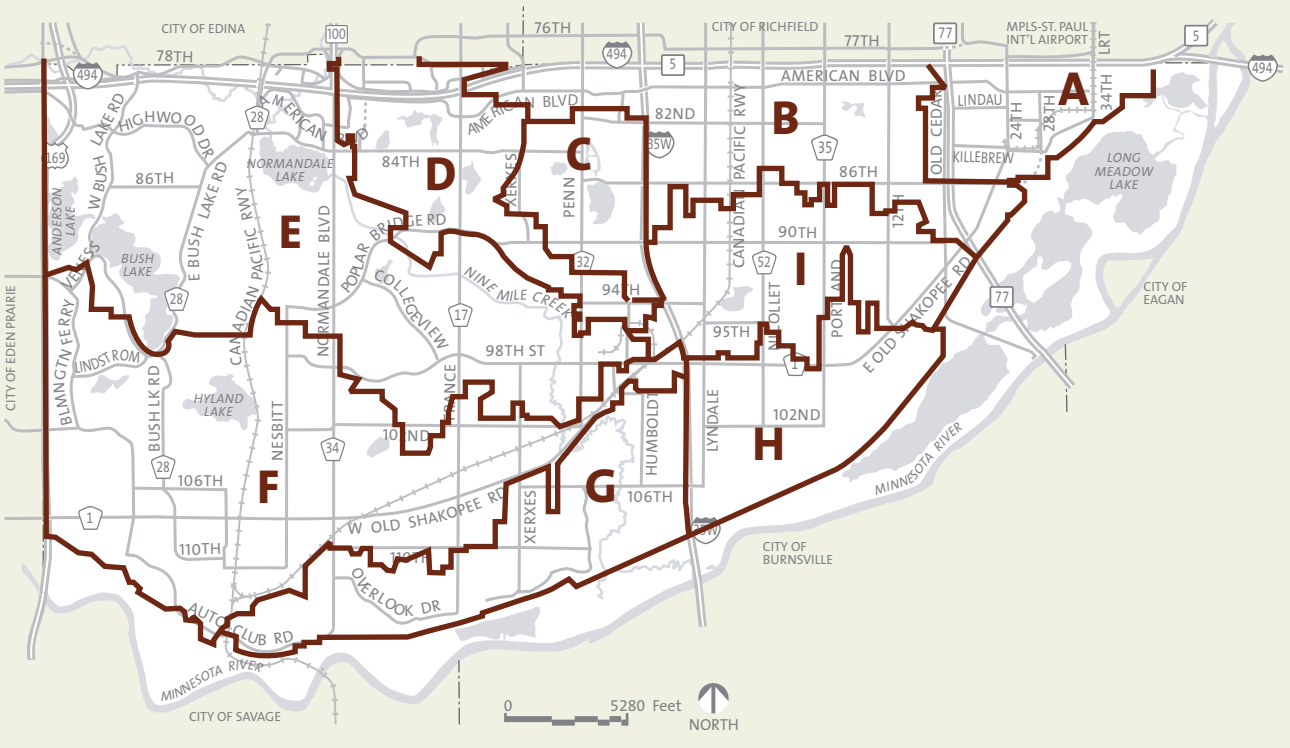
Before 1960, there was no public sanitary sewer system in Bloomington. Sewage treatment occurred on-site in septic tank cesspool systems. As the population and number of septic systems soared in the 1950s, wastewater began to seep into the shallow aquifer, causing its water to be unfit for drinking. After careful study, a referendum was held in 1959 and voters approved the installation of public water and sanitary sewer systems. In the spring of 1960, a rapid construction program was initiated. In the first year, approximately 100 miles of water and sanitary sewer piping were installed.

MCES owns and operates regional interceptor sewer lines and sewage treatment facilities while the City of Bloomington owns and maintains local sewer lines. The City maintains certain components of the regional interceptors as defined in a maintenance contract with MCES. Bloomington's sewage now flows southeast, under the Minnesota River near TH 77 to the Seneca Wastewater Treatment Plant in Eagan. The Seneca Plant, which also serves Burnsville, Eagan, Savage, and

Sewer pipe installation, 1960.

Originally, Bloomington's sewage was pumped north through Richfield and Minneapolis and then treated on a contract basis by the Minneapolis-St. Paul Sanitary District. Sewage treatment in the metropolitan area was later taken over by the Metropolitan Waste Control Commission, now referred to as the Metropolitan Council Environmental Services (MCES).

Figure 6.3 Sanitary Sewer Districts



Source: Bloomington Utilities Division.

small portions of Apple Valley and Lakeville, was built in 1972, then expanded and upgraded in 1992 to a capacity of 39 million gallons per day. The original interceptor and sewage lift station that directed flow north have now been abandoned.

Collection Network

Almost 100 percent of Bloomington's current population is connected to the sanitary sewer collection system. Once entering the system, sewage flows by virtue of gravity and with the help of 28 lift stations that pump sewage to a higher elevation to keep it flowing. Bloomington's sewer lines range in diameter from six to sixty inches. ***Figure 6.3**, page 6.7,* depicts the location of the sanitary sewer service districts, while ***Figure 6.4**, page 6.9,* depicts sanitary sewer infrastructure.

As a fully developed City, Bloomington's sanitary sewer system is essentially complete. The system is relatively new and is characterized by the latest engineering and construction techniques. Looking forward, major issues concerning the system include making improvements as necessary to accommodate future redevelopment; working with MCES to meet long-term treatment capacity needs; continuing efforts to identify the presence of inflow and infiltration; and performing preventative system maintenance.

Sewer lines serving a regional purpose are owned and operated by Metropolitan Council Environmental Services. As discussed in its *Water Resources Management Policy Plan*, the Metropolitan Council proposes requiring cities to acquire, through reconveyance, MCES interceptor lines which it feels no longer have a regional role. This proposal includes one MCES interceptor in Bloomington identified as 3-BN-499. This line serves portions of both Edina and Bloomington and runs across the City from its entrance point near the intersection of I-494/TH 100 to the intersection of East 90th Street and 18th Avenue. This interceptor currently meets the criteria for serving a regional role and projected sewage flow increases in Edina will strengthen that role. The City of Bloomington expects the 3-BN-499 line to remain under MCES operation due to its regional role in serving portions of two communities and the fact that it does not meet the criteria for removal from the regional system as outlined in the *Water Resources Management Policy Plan* (December 1996, p. 45). Current flows in the upstream reaches of the 3-BN-499 regional interceptor, along with MCES lift station L-55 are reaching system capacity. The Cities of Bloomington and Edina are in the process of working with MCES in an attempt to resolve the capacity concerns.

Inflow and Infiltration

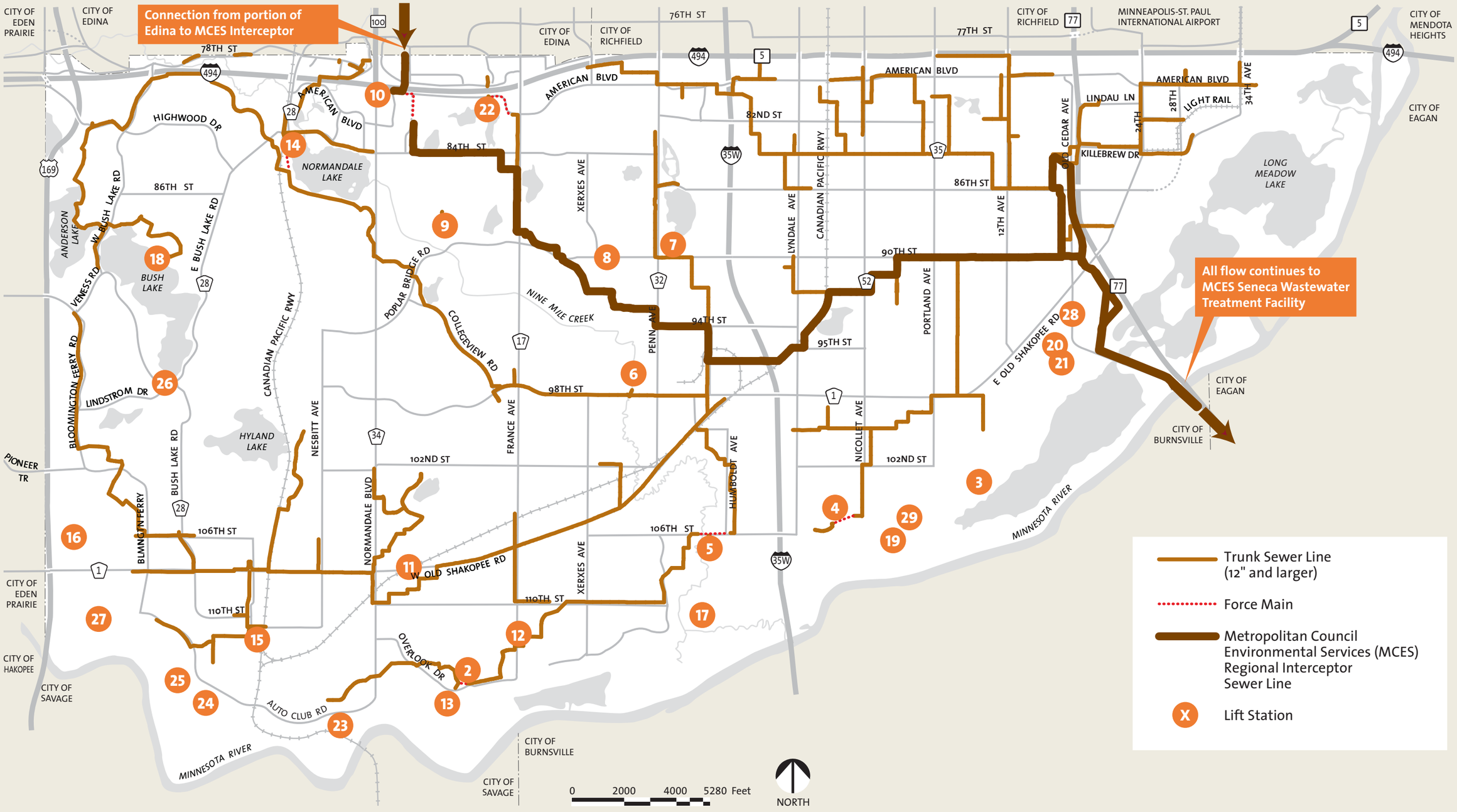
Of concern for any sanitary sewer system are infiltration, inflow, and blockage. Infiltration is the seepage of groundwater into sewer pipes through cracks or joints. Inflow is the entrance of clear water into the system from a single point such as a sump pump, foundation drain, or sewer access covers. Blockage occurs when pipes are clogged or obstructed by solids or tree roots. Infiltration and inflow increase the volume of sewage, thereby increasing treatment costs and potentially requiring premature infrastructure improvements. Blockage must clearly be avoided for the system to work effectively.

While the percentage of Bloomington's sewer flow attributable to inflow and infiltration has historically been very low, Bloomington remains committed to further reductions. To reduce inflow, Bloomington prohibits the discharge of storm water, ground water, roof runoff, surface water, unpolluted drainage, unpolluted industrial cooling water or unpolluted industrial process water to any public sanitary sewer (*City Code Section 11.31(b)(3)*).

In their management of the sanitary sewer collection network, the City's Public Works Department has initiated many preventative maintenance efforts to proactively avoid infiltration, inflow, and blockage. Efforts that occur on an on-going basis include:

- Pipe cleaning.
- Chemical and mechanical treatment to control tree root intrusion.
- Sewer television inspection.
- Main line repairs.
- Installation of cured-in-place liners.
- Requiring manhole chimney seals on all new and reconstructed manholes.
- Service line repairs.
- Lift station maintenance and upgrades.
- Changing castings.
- Covers on manholes.
- Eliminating sump pump connections.

Figure 6.4 Sanitary Sewer System



Source: Bloomington Utilities Division, 2008.

Future Demand and Recommended Improvements

Bloomington currently generates sewage at an average level of just under 9 mgd (million gallons per day). Commercial/industrial users generate approximately 40% of that flow while residential users generate 60%.

***Table 6.2**, below,* depicts current and projected future sanitary sewer flows using two methodologies. The first method uses recent average flow rates times updated population and employment forecasts prepared by Bloomington Planning staff. The second method uses generation rates of 75 gallons per day per future resident and 25 gped (gallons per employee per day) as recommended in the *MCES 2030 Water Resources Management Policy Plan*. This methodology includes a graduated reduction in the existing baseline sewer flows ranging from 4 gpcd (gallons per capita per day) in 2010 to 10 gpcd in 2030. These reductions were developed by the MCES and presented to the City of Bloomington via correspondence in January of 2008. The first method projects a 27% increase in total flows between 2005 and 2030. The second method projects a 20% increase in total flows for the same time period. Note that these figures represent updated values that modify the values found in Bloomington's *1998 Sanitary Sewer Policy Plan*. ***Figure 6.5**, page 13*, depicts forecasted flows by year at various entry points to the MCES interceptor.

The *1998 Sanitary Sewer Policy Plan* also included hydraulic modeling analysis of about 10% of the sewer infrastructure at the subdistrict level. This was completed to identify improvements needed to accommodate anticipated growth and redevelopment. Based on that analysis, the plan made eleven recommendations to maintain the capacity and integrity of the existing system to the year 2020. To date, eight of the items have been completed, while work on the remaining three items (including installation of new pipe) was started in the spring of 2008.

Table 6.2
Current and Projected Average Daily Sanitary Sewer Flow

Year	Residential (MGD) [1]	Commercial/ Industrial (MGD) [1]	Total Average Daily (MGD) [1]	Total Average Daily (MGD) [2]
2005	5.51	3.55	9.06	9.06
2010	5.82	4.23	10.05	10.02
2015	5.95	4.55	10.50	10.24
2020	6.08	4.88	10.95	10.46
2025	6.14	5.08	11.22	10.53
2030	6.21	5.29	11.49	10.61

Source: Bloomington Utilities Division. [1] *Bloomington methodology (no declining base flow, future rates at recent averages: 67.1 gpcd for residential and 39.1 gped for commercial/industrial).* [2] *MCES methodology (see discussion above).*

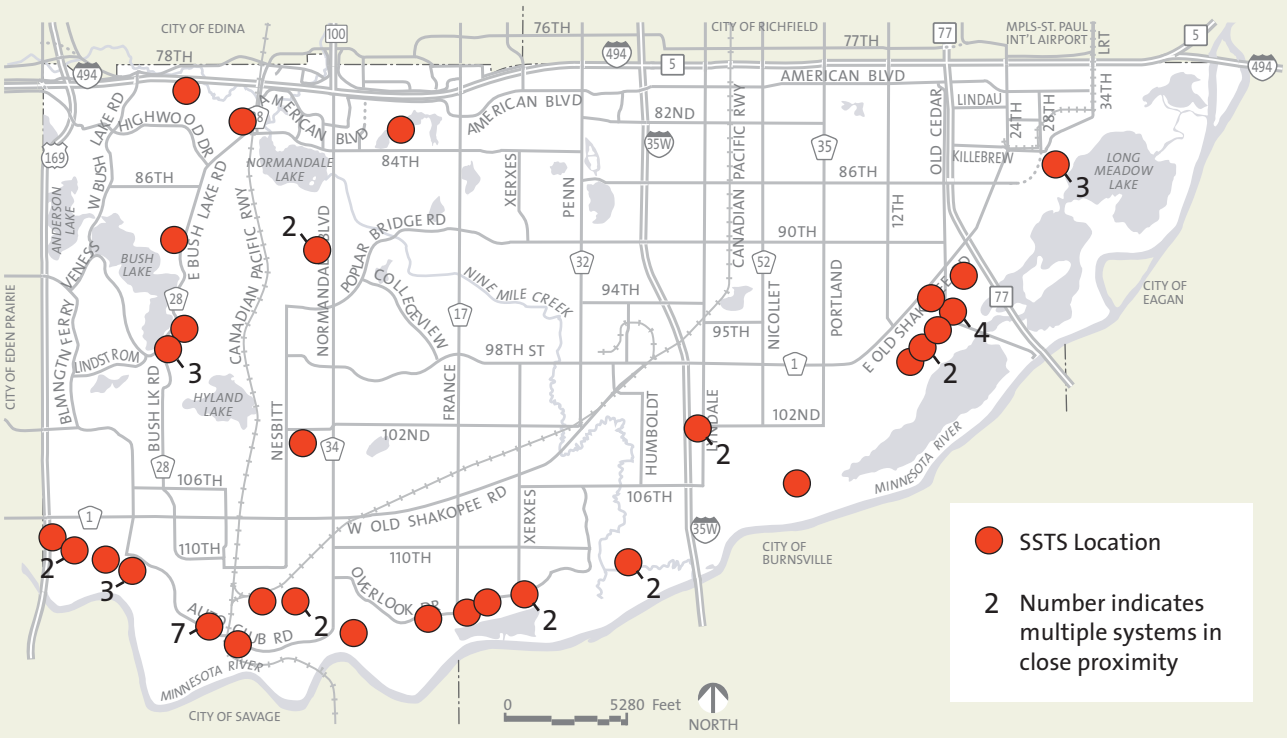
In 2006 the City contracted with Black and Veatch to build a Comprehensive Sanitary Sewer System Model and update the recommended improvements needed to accommodate anticipated growth and redevelopment up to the year 2030. The new model gives City staff the ability to examine modeled flow conditions of any pipe within the public system, at any time over a 24-hour period. The revised recommended improvements include sixteen CIP project areas, and seven lift station upgrades. Upgrades to two of the lift stations were recently completed. Construction in two of the project areas will begin in May of 2008. Five of the project areas and one of the lift stations involve MCES interceptor 3-BN-499, and as previously mentioned, the City is working with MCES on capacity upgrades to that interceptor.

Subsurface Sewage Treatment Systems (SSTS)

As of 2008, 50 Bloomington properties continue to utilize on site subsurface sewage treatment systems (SSTS). ***Figure 6.6****, below,* depicts the locations of active SSTS. Properties producing domestic or industrial wastes are required by *City Code Section 11.26 (c)* to connect to the public sewer system within two years of sewer availability. Since 2000, the City has connected 33 Bloomington properties to the public sewer system. The City regulates the operation of SSTS in accordance with Minnesota Pollution Control Agency regulations. The Bloomington Environmental Health Division is responsible for coordination and enforcement of SSTS ordinances.

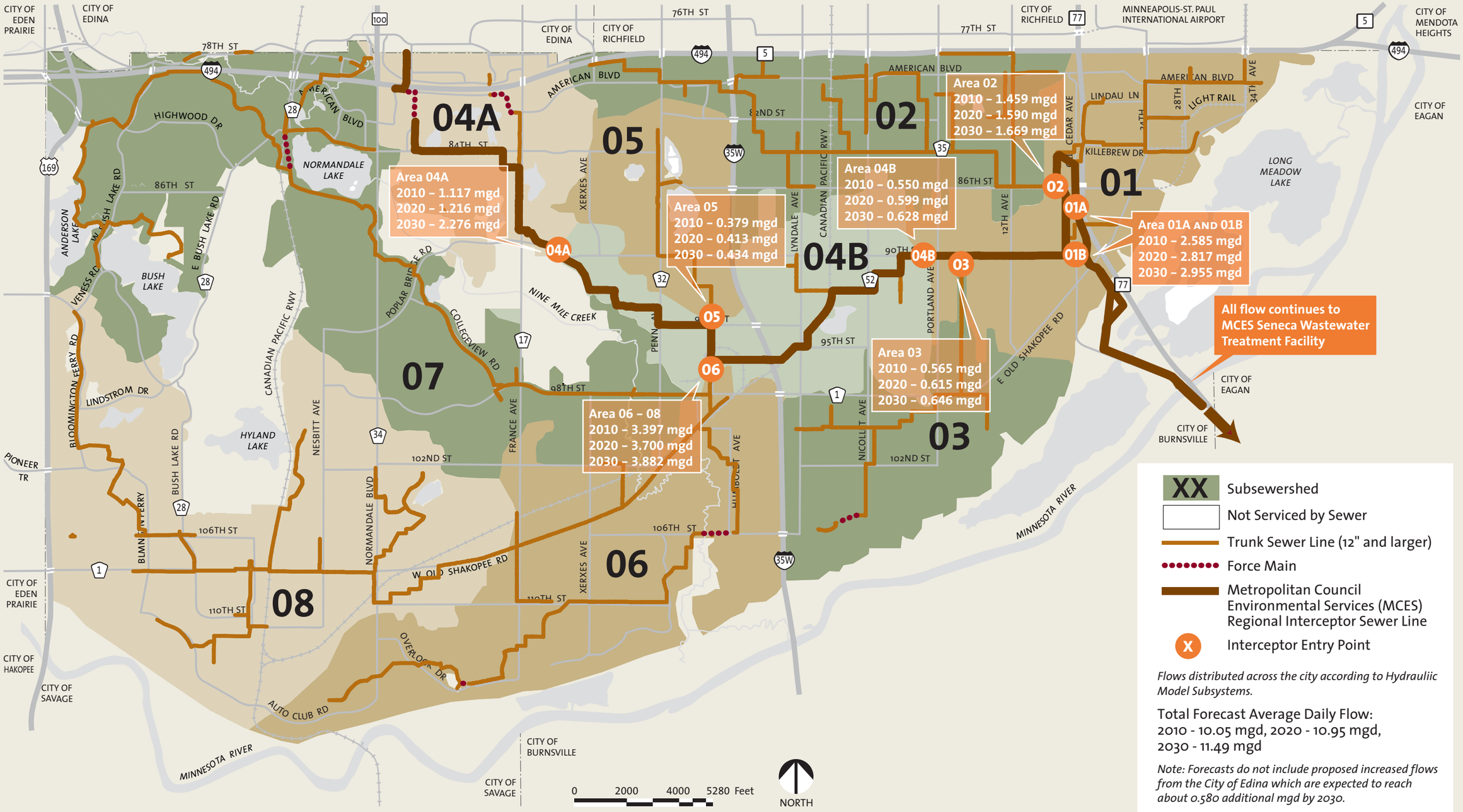
In accordance with *Minnesota Rules Chapters 7080, 7081, 7082 and 7083* the City will continue to implement a comprehensive SSTS management program. SSTS owners are required to have their systems inspected and pumped at least every three years under a City permit and repair or replace failing systems within five years. The program includes a computerized notification and tracking database along with enforcement procedures. The database is able to identify the dates of new system installations, the date of pumping/inspection, the generalized condition of the SSTS, the volume of contents pumped and whether the system was failing. The management program also requires upgrade or replacement of systems that pose an imminent threat to public health and safety within ten months.

Figure 6.6 Location of Active Subsurface Sewage Treatment Systems



Source: Bloomington Utilities Division.

Figure 6.5 Forecast Sanitary Sewer Flows 2010 - 2030



Flows distributed across the city according to Hydrauliic Model Subsystems.

Total Forecast Average Daily Flow:
2010 - 10.05 mgd, 2020 - 10.95 mgd,
2030 - 11.49 mgd

Note: Forecasts do not include proposed increased flows from the City of Edina which are expected to reach about 0.580 additional mgd by 2030.

Source: Bloomington Utilities Division, 2008.

6.3 Surface Water Drainage System

This section summarizes the City's most current *Comprehensive Surface Water Management Plan* (CSWMP) and *Wetland Protection and Management Plan*.

The Need for Management

Urbanization alters the natural drainage patterns of rainfall and melting snow. Increased impervious surface area restricts water from entering the soil, which causes more water to exit a site faster than when it was vegetated. If not properly managed, the cumulative effect of this phenomenon leads to increased flooding potential. Urbanization also adds pollutants to draining water that can have negative effects on our water bodies and the life forms that depend on them.

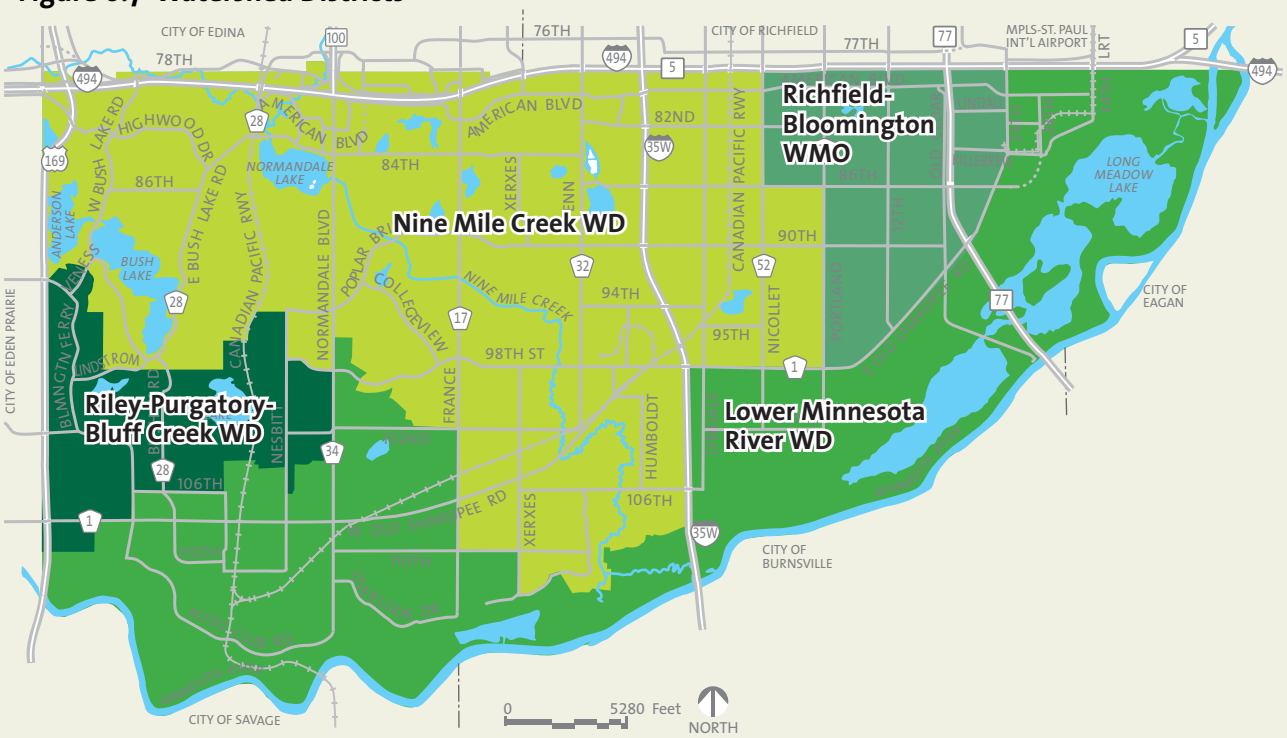
To reduce flooding potential and improve water quality, the City of Bloomington has constructed a comprehensive surface water management system as development has occurred. This system relies on open drainage ways; drainage pipe; lift station pumps; private and publicly constructed retention and detention ponds; and natural and manmade wetlands and water bodies. When possible and appropriate to the situation, the City has used natural drainage ways and wetlands within this system. Using natural systems benefits the City by lowering costs, improving water quality in lakes and streams, saving valuable wildlife habitat, and retaining the beauty of the natural environment.

The City recognizes that decisions on when to use natural or non-natural drainage systems and when to use on-site or off-site stormwater management create varying impacts on the sometimes competing interests of development intensity and water quality. Bloomington will pursue a balanced approach to stormwater management that is context sensitive and takes into account resource preservation and enhancement.

Regulatory agencies, as well as the Metropolitan Council, share Bloomington's view on the importance of surface water management. The City's CSWMP and Wetland Protection and Management Plan discuss local methods to further joint goals and policies regarding surface water management while assessing problems and proposing corrective actions.

The City operates a permitted municipal separate storm sewer system (MS4) under the National Pollution Discharge Elimination System (NPDES) Phase II Program. The permit is administered by the Minnesota Pollution Control Agency and addresses six minimum control measures aimed at reducing pollutant loading to surface water through implementation of a storm water pollution prevention program. Additionally, the City has a completed non-degradation report to further satisfy the requirements of the NPDES addressing new or expanded storm water discharges as defined in State Rule.

Figure 6.7 Watershed Districts



Source: Bloomington Utilities Division.

Watershed Districts

In 1956, state law created and empowered Watershed Districts to work with cities and property owners to improve flood storage capacity and to protect water quality. As depicted in ***Figure 6.7**, above,* the City of Bloomington shares land area with three Watershed Districts and a Watershed Management Organization. These entities each have their own watershed management plans. Bloomington's surface water plan is in accordance with the requirements of the individual watershed plans for the Bloomington area.

Comprehensive Surface Water Management Plan Summary

The CSWMP meets the local watershed management planning requirements of the Metropolitan Surface Water Management Act (Chapter 103B) and Board of Water and Soil Resources Rules 8410. It conforms with the requirements of local Watershed Management Organizations and Districts, Metropolitan Council requirements, Hennepin County goals and applicable State and Federal laws. The document and its referenced literature are intended to provide a comprehensive inventory of pertinent water resource related information that affects the City and management of those resources. The plan:

- Provides an inventory of land and water resources within the City.
- Outlines water resource management related goals and policies concerning water quantity, water quality, recreation, fish and wildlife management, enhancement of public participation, information and education, public ditch system, ground water, wetlands, and erosion and sediment control.
- Provides an assessment of the existing and potential water resource related concerns within the City.
- Outlines priorities and develops an implementation program.
- Discusses the financial considerations of implementing the proposed regulatory controls, programs and improvements.

The CSWMP is intended to be in effect through the year 2015, at which time it will be updated. Amendments may occur in the interim period as needed. Guiding principles used to develop goals and policies in the CSWMP include:

- Utilize appropriate, cost effective measures to control excessive volumes and rates of runoff.
- Improve water quality.
- Promote ground water recharge.
- Prevent erosion of soil into surface water systems.
- Protect and enhance fish and wildlife habitat and water recreational facilities.
- Secure the other benefits associated with the proper management of surface water.

A substation at 28th Avenue and American Boulevard.

6.4 Private Utility Systems

In addition to water, sanitary sewer, and storm sewer service, development relies upon the availability of private utilities, notably electricity, natural gas, and communications. While local governments do not control the provision of these services, they do have limited regulatory authority over the location and design of the conveyance infrastructure. The City will facilitate the continued development of these private utilities while minimizing associated adverse impacts.

Electricity

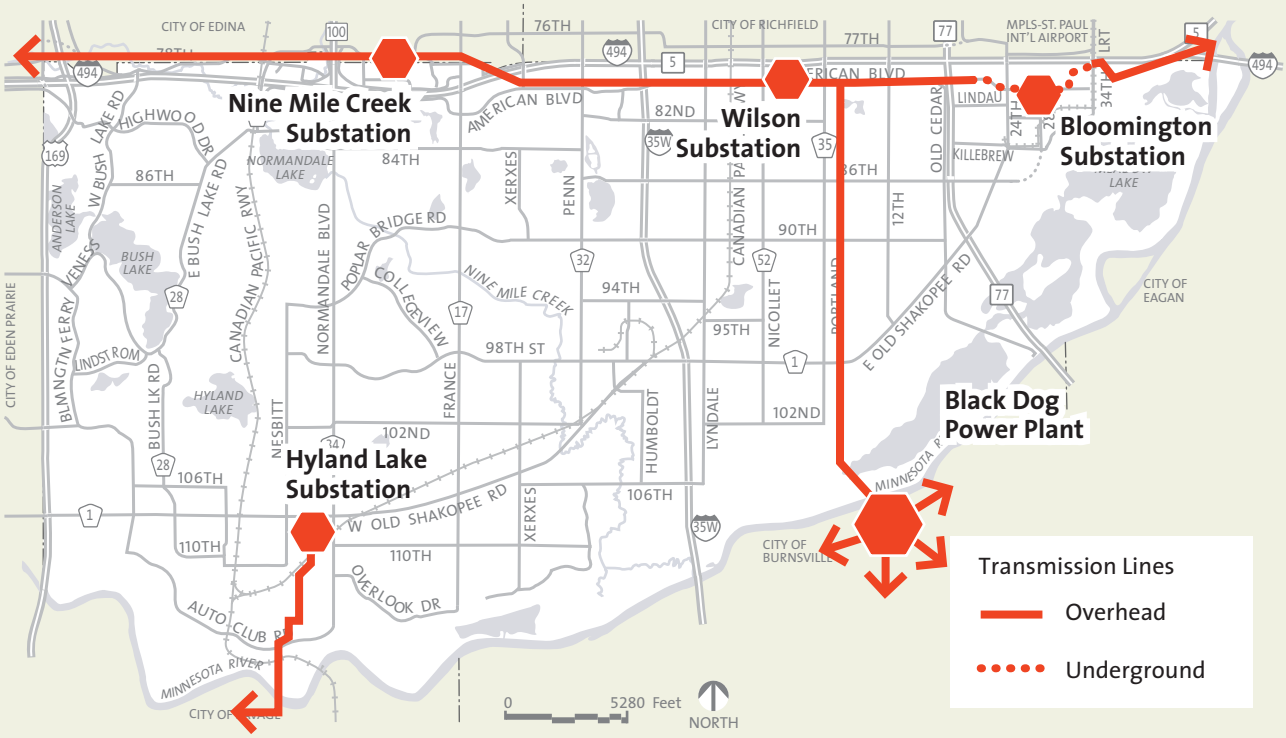
Electric service in Bloomington is provided by Xcel Energy through a complex network of facilities, the most visible of which include major transmission lines along the I-494 corridor and Park Avenue, four substations, and the coal and natural gas fired Black Dog power plant directly across the Minnesota River in Burnsville (*See **Figure 6.8** on page 6.18*). Over the last ten years, Xcel made the following improvements in Bloomington:

- The Bloomington Substation in the Airport South District was relocated to accommodate the new north-south runway at MSP and greatly expanded in anticipation of significant future development in the area;
- A mile length of the transmission line paralleling I-494 was placed underground to accommodate the new north-south runway; and
- The Wilson Substation was expanded and improved.

Looking forward, the following impacts of the electric system in Bloomington need to be minimized:

- Unreliability. Bloomington has been negatively impacted in recent years by frequent outages from storm damage. The outages are partially a function of the high number of distribution lines that run above ground, particularly in older portions of the community. Over time, Bloomington and Xcel Energy will need to work together to find measures to make the

Figure 6.8 Major Electric Facilities, 2008



Source: Bloomington Utilities Division.

system more reliable and to coordinate undergrounding of distribution lines.

- Land use impacts. Several potential redevelopment sites in Bloomington are bisected by overhead transmission lines. Bloomington and Xcel Energy will need to work with landowners to coordinate the realignment, especially during recircuiting projects, of the overhead transmission lines to facilitate redevelopment.

Natural Gas

CenterPoint Energy provides natural gas service to 25,660 metered homes and 2,467 metered businesses in Bloomington through a 391-mile underground network of gas lines. Bloomington is also home to high pressure transmission lines that convey natural gas from the south to customers throughout the western metropolitan area. With the exception of control valves, CenterPoint Energy's natural gas delivery infrastructure in Bloomington lies underground. As of 2008, no significant changes are planned to that infrastructure.

Communications

Bloomington is served by a number of private communication networks that supply telephone, television, internet and data services. Most of these networks provide multiple services. Distribution technologies range from copper wire networks to fiber optic networks to wireless antenna networks using various technologies and frequencies. Each of these communication networks requires its own infrastructure, such as communication towers, satellite dishes, or a network of above or below ground wires.

The provision of advanced communications technology is important to the City's residents and businesses and vital to the continued economic development of the City. One service becoming increasingly important is broadband internet availability. Bloomington's primary broadband choices are through the cable TV system or the telephone system (DSL service). While all households have the ability to purchase broadband through the cable system, Qwest Communications reports that approximately ten percent of Bloomington households do not have access to DSL service due to infrastructure limitations. Wireless cell phone providers also offer broadband internet service in Bloomington, although at a higher price point.

The City strives to encourage and facilitate the continued development of high quality communications services while minimizing any associated adverse impacts upon the community or upon the reliability of existing services that are often delivered via the public rights-of-way. Bloomington also seeks to expand the range of broadband choices available to residents and businesses while encouraging existing internet service providers to make investments in their infrastructure to increase speeds and availability.

6.5 Goals, Strategies, Actions

Goal 1 Dependably and affordably provide a high quality, sustainable public water supply.

Strategy 1.1

Protect the quality and quantity of the groundwater supply.

- Encourage continued development of a metropolitan groundwater model, as a tool to define aquifers and aquifer rech arge areas and as a basis for aquifer protection and management while retaining local control over water supply issues..
- Continue implementation of ongoing wellhead protection efforts.
- Construct new public water supply wells, if necessary, to meet Minnesota Department of Health wellhead protection requirements.
- Continue active enforcement of the State Well Code through the City's Environmental Health Division.
- Continue to require that unused wells be sealed at the time of property transfer.
- Continue to track data on underground storage tanks and hazardous material spills within the City.
- Implement economically feasible water system recommendations of the *Asset Management Plan* via existing staff allocation approved by the City Council.

Strategy 1.2

Maintain a secondary water supply to meet peak period demands, improve system reliability and flexibility and protect underground supplies.

- Continue to implement the existing water purchase contract with the City of Minneapolis.

Strategy 1.3

Reduce the need for disposal and stor age of water treatment by-products.

- Change the water treatment process, when feasible, to reduce the production of lime softening residuals.
- Continue the implementation of lime softening residuals disposal alternatives including, but not limited to, the recycling of lime softening residuals for agricultural and/or industrial uses.

Strategy 1.4

Construct improvements to the water distribution system as necessary to meet area demands and to address any fire flow or pressure deficiencies.

- Continue implementation of the water distribution system improvements recommended in the *Water System Master Plan*. As of 2008, 85% of these improvements have been completed.

Strategy 1.5

Reduce per capita water demand.

- Explore water conservation measures outlined in the City's *Public Water Supply and Emergency Conservation Plan* to the extent deemed feasible and beneficial. Conservation measures include: metering; water audit, leak detection and repair programs; rate structures; regulations for plumbing fixtures; retrofitting programs; local ordinances; educational programs; and pressure reduction.
- Promote alternative landscaping types that require less water to maintain.

Goal 2 Dependably and affordably convey sanitary sewage into the regional treatment system.

Strategy 2.1

Construct cost-effective improvements to the sanitary sewer collection system as necessary to meet the increased demand resulting from continued growth and redevelopment.

- Finalize implementation of the three remaining recommendations from the *1998 Sanitary Sewer Policy Plan*.
- As warranted and in a cost effective manner, continue the implementation of improvements to the sanitary sewer collection system that are recommended in the *2006 Comprehensive Sanitary Sewer System Modeling Project*.

Strategy 2.2

Maintain an efficient and effective sanitary sewer collection system.

- Continue a phased sewer infrastructure replacement/rehabilitation program.
- Continue the sanitary sewer preventative maintenance program.
- Implement economically feasible sanitary sewer system recommendations of the *Asset Management Plan* via existing staff allocation approved by the City Council.

Strategy 2.3

Reduce per capita/per employee sanitary sewage generation rates.

- Continue proactive efforts to reduce and eliminate infiltration and inflow.
- Implement water conservation measures outlined in the City's *Public Water Supply and Emergency Conservation Plan* to the extent deemed feasible and beneficial.

Strategy 2.4

Reduce the number of on-site sewage disposal systems while ensuring that existing on-site systems are properly maintained.

- Enforce City ordinances requiring connection to the public sanitary sewer system within two years of availability.
- Prevent the establishment of new on-site disposal systems unless other solutions are cost prohibitive..
- Continue implementation of the City's comprehensive management program for on-site disposal systems.

Strategy 2.5

Work with Metropolitan Council Environmental Services (MCES) to ensure coordinated local and regional sanitary sewage conveyance and treatment.

- Periodically review and evaluate sewer collection network capacity and treatment capacity in conjunction with MCES to ensure long-term viability of the system and accommodate future flows.
- Encourage proactive regional capital improvements planning to schedule long-term expansions to treatment facilities and sewer interceptors, as necessary to support regional land use goals to accommodate an increasing percentage of the region's growth in fully developed areas.
- Due to its regional role as defined by the Metropolitan Council's *Water Resources Management Policy Plan* (December 1996, p. 45), request the MCES to remove the regional interceptor sewer line 3-BN-499 from its list of sewer lines to be reconveyed to local government.

Goal 3 Ensure that the public and private surface water management system is constructed to economically meet community needs as development occurs.

Strategy 3.1

Design a surface water system that reduces impacts on the built environment to 100+ year events.

- Hold new development runoff to pre-development runoff rates.
- Utilize existing natural ponding areas for the impoundment and treatment of surface water runoff as outlined in the *Comprehensive Surface Water Management Plan.*

- Work with property owners to identify and implement economical solutions to minimize damage risks to existing structures in flood prone areas.
- For new structures, require a minimum of two feet of freeboard between the lowest livable floor and the water elevation of the 1% chance event.

Strategy 3.2

Maintain or improve the quality of water in area lakes, streams, and rivers.

- Using the provisions outlined in the *Comprehensive Surface Water Management Plan*, apply the guidelines of the Nationwide Urban Runoff Program (NURP) to the extent practicable for the design of new storm water management facilities for all new development and redevelopment in order to reduce pollutant loading to surface waters.
- Require applicants to receive permits from the appropriate watershed district when applicable.
- Continue to enforce Bloomington's *Shore Area Protection Ordinance*.
- Continue implementing a comprehensive street sweeping program.
- Ensure surface water management activities follow Bloomington's *Storm Water Pollution Prevention Program and Comprehensive Surface Water Management Plan*.
- Provide educational opportunities, inform the public on pertinent water resource management issues and increase public participation in water management activities.
- Implement the *Comprehensive Surface Water Management Plan* and *Wetland Protection and Management Plan's Capital Improvement Plan* as the Storm Water Utility budget allows.
- Continue to implement Bloomington's zero phosphorus fertilizer ordinance restricting the sale and use of fertilizers containing phosphorus.
- Protect wetlands in conformance with the requirements of the *Bloomington Wetland Protection and Management Plan* and all State and Federal requirements.
- Encourage the implementation of low impact development practices in new development and redevelopment to the extent practicable to reduce pollutant loading to surface waters.
- Implement best management practices identified in the approved Storm Water Pollution Prevention Program including those identified in the *Nondegradation Report* to reduce pollutant loadings to surface waters from the municipal separate storm sewer system.

Goal 4 Work with Xcel Energy to accommodate Bloomington's electricity needs while mitigating adverse impacts.

Strategy 4.1

Minimize the impact of electric infrastructure on surrounding land uses.

- Require new or expanded substations to be extensively screened and landscaped.
- Underground electric lines where feasible.

Strategy 4.2

Improve electric service reliability.

- Where appropriate, explore a program to fund the incremental undergrounding of Bloomington's overhead distribution lines.
- Require new electric lines to be placed underground, if feasible.

Strategy 4.3

Minimize the impact of electric infrastructure on redevelopment.

- Work with landowners and Xcel Energy to relocate transmission lines that bisect redevelopment sites.

Strategy 4.4

Support efforts to conserve electricity.

- Continue to implement cost effective energy use education programs.
- Encourage further use of alternative energy sources.

Goal 5 Work with CenterPoint Energy to accommodate the City's natural gas needs while mitigating adverse impacts.

Strategy 5.1

Monitor and review changes in high pressure natural gas transmission lines to manage fire protection and public safety issues..

Strategy 5.2

Support efforts to conserve natural gas.

- Continue to implement cost effective energy use education programs.

Strategy 5.3

Require natural gas control valves to be placed underground when technically feasible.

Goal 6

Encourage and facilitate the continued development of a high quality communications infrastructure while minimizing any associated adverse impacts upon the community or upon the reliability of existing services delivered via the public rights-of-way.

Strategy 6.1

Minimize the number of communication towers citywide.

- Require antennas to be colocated on existing towers or structures such as buildings, water towers, or power line support structures when it is technically feasible to do so.
- Require new towers to be designed to accommodate multiple users.

Strategy 6.2

Encourage communication towers to be designed and located to minimize adverse impacts on the surrounding area.

- Use zoning tools to encourage towers to locate first in industrial areas, then in commercial areas, and finally at public and quasi-public uses in residential areas.
- Regulate tower height based on the tower's proximity to residential property.
- Encourage the use of stealth and camouflage techniques to reduce the visual impact of communication towers, especially in residential areas.
- Encourage antenna colocation on existing structures.

Strategy 6.3

Transfer the costs associated with placing private utilities and communication infrastructure in the public rights-of-way away from the general taxpayer and onto the provider and user of the service.

- Charge appropriate fees to providers placing utilities and communication infrastructure in public rights-of-way.
- Encourage coordination and communication between public and private utilities when placing utilities underground to identify colocation opportunities.
- Require utilities and communication providers to plan construction to minimize obstruction of motorized and non-motorized travelways.

Strategy 6.4

Recognize federally imposed limits on the regulation of communications infrastructure while working to keep those limits fair and equitable.

- Lobby the FCC and Congress to retain local zoning control over communications infrastructure.

Strategy 6.5

Encourage new communications infrastructure to be placed underground when it is technically feasible.

Strategy 6.6

Increase broadband access for Bloomington residents.

- Support the entry of additional broadband providers into the Bloomington market.
- Stay abreast of models used by other cities to form public-private partnerships to increase wired or wireless broadband service.
- Encourage Qwest Communications to improve its infrastructure to support DSL access for all Bloomington households.

Section 7

Community Facilities Element

7.1 Parks, Recreation, and Arts

Parks History

The City of Bloomington has one of the premier parks and recreation systems in Minnesota with nearly one third of the City being comprised of parks, open space, wetlands, lakes, or other public spaces. The City park system consists of 97 parks, recreation or open space properties. Regional parks, Minnesota River Valley National Wildlife Refuge and Hyland-Bush-Anderson Lakes Park Reserve, along with school and other private recreation facilities complement City facilities. Much of the park system was acquired and constructed in the 1960s, 70s and 80s. Many of the capital improvements at these facilities are aging and in need of replacement or updating. The population of the City is changing with many empty nester households, fewer children and more cultural diversity. New recreation pursuits have emerged such as lacrosse, in-line skating, skate boarding, off leash dog parks, disc golf, etc., which will require facility or programming changes.

Park Master Plan

A revised *Park Master Plan* was adopted in 2008. The previous plan was prepared in 1973 and focused on acquiring and building the park system. The revised *Park Master Plan* is intended to act as a guide to the future and set the general direction for parks and recreation from 2008 to 2026.

The Plan recommended five major initiatives to address significant park system revitalization requirements, position parks to meet the needs of a changing community, create a sustainable funding method for on-going replacement needs, and to obtain funding for park, trail and recreation improvements to keep the system fresh and vital.

- Revitalize parks.
- Create sustainable funding.
- Add trails.
- Enhance natural resources.
- Improve community and recreation facilities.

Bloomington Civic Plaza houses City Hall, Police and the Arts Center and has been a focal point for building and renewing the community.

Community Facilities Introduction

Well built, relevant, and sustainable community facilities are necessary to support the provision of high quality education, recreation, fire and safety protection, arts, and other public services.

The Community Facilities element describes the public schools, parks, arts and cultural facilities, and buildings that serve the residents and businesses in Bloomington and recommends policies related to the continued care and provision of these facilities.

Did you know ...?

- The Village of Bloomington made its first park purchase in 1954: 28 acres of Moir Park for $60,000.
- In 1958 the City Subdivision Regulations were amended to require park dedication from developers, which provided the bulk of funding for the park system as the City developed.

Park Master Plan Priority Strategies

1. **Park Revitalization Program** – Adopt and fund a park revitalization program for park infrastructure.

2. **Signature Parks** – Reposition parks to reduce costs, improve quality, and better meet evolving and diverse needs.

3. **Trails** – Adopt an Alternative Transportation Plan including improved internal and external bicycle and pedestrian connections.

4. **Natural Resource Management** – Enhance planning and resource allocation devoted to natural resources and sustainability.

5. **Recreation Programming** – Emphasize quality programming to serve a spectrum of age, ability and interests. Encourage active living actions.

6. **Community Gathering/Sense of Community** – Develop community gathering locations and improve facilities and parks to enhance a sense of community.

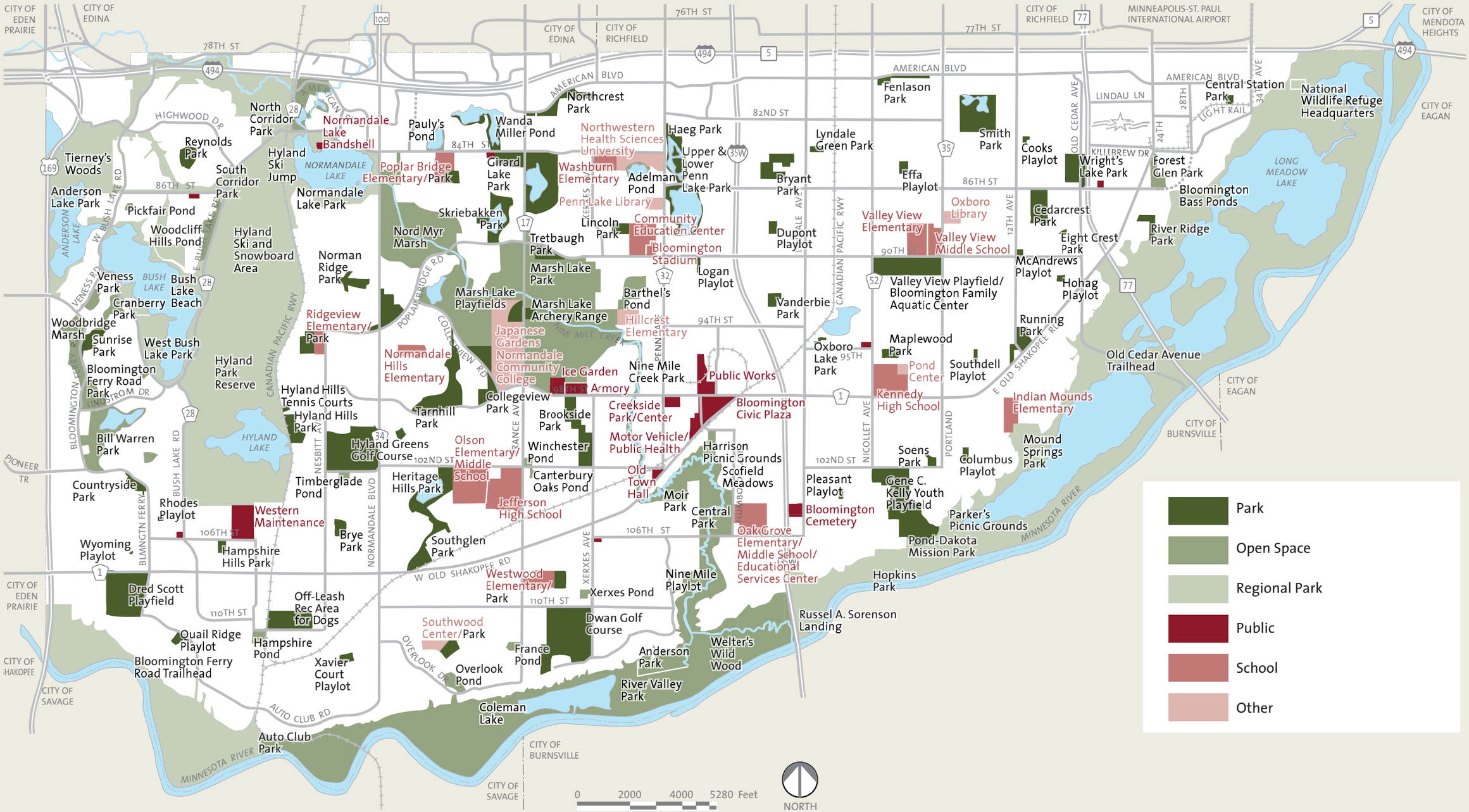
7. **Arts** – Integrate public art into community life and increase opportunities to participate in arts and culture activities.

8. **History** – Identify and preserve sites and properties of historical significance.

9. **Collaboration** – Increase communication and partnerships with advocacy groups, partners, and the business community. Support volunteerism and community stewardship of parks and natural areas.

10. **Bond Referendum** – Define the content and timing of a future park, trail, green space, and community facilities bond referendum, an essential tool needed to fund planned park system improvements.

Figure 7.1 Parks, Arts and Recreation Facilities



Source: Bloomington Parks and Recreation Division.

Park Classification

Park classifications were updated with the *2008 Park Master Plan* to more accurately describe the City's park and recreational facilities.

Table 7.1 Park Classification by Quantity and Acres

Classification	Quantity	Acres
Playlot/Mini-Park	**19**	**32.2**
Use: Intended for families with children up to ten years of age in areas that cannot be served by a neighborhood park service area. Usually includes play apparatus and turf areas. Area considered a Mini-Park if no play apparatus is provided.		
Service Area: 1/3 Mile Radius		
Size: 1 to 2 Acres		
Location: Spaced throughout the community to serve neighborhoods. Frequently within neighborhood playgrounds or community parks.		
Neighborhood Park	**23**	**218**
Use: Intended to meet primary recreation needs of a neighborhood. Focus is on family and informal play needs of 5 to 17 year olds. Usually includes play apparatus and areas for field games, court games and skating.		
Service Area: 1/2 Mile Radius		
Size: 5 to 10 Acres		
Location: Spaced throughout the community to serve neighborhoods. Can co-locate with elementary schools.		
Community Park	**7**	**202**
Use: Intended for use by all ages. Usually includes areas of natural or ornamental quality for walking, bicycling, viewing, sitting or picnicking. Often includes a playlot.		
Service Area: Two Mile Radius		
Size: 10-50 Acres		
Location: Determined by existing natural features.		
Community Playfield	**4**	**122.4**
Use: Emphasis on facilities for organized and individual sports. Usually includes lighted athletic fields, areas for court games and skating.		
Service Area: 20-Minutes driving distance		
Size: 20-80 Acres		
Location: Determined by existing topography and good transportation access.		
Large Urban Park	**2**	**369.8**
Use: Attractive natural features contrast to urban environment. Caters to nature-oriented outdoor recreation such as picnicking, boating, walking and skiing.		
Service Area: Southwest metropolitan area		
Size: 100+ Acres		
Location: Determined by existing natural features.		

2008 Parks Master Plan

The *2008 Parks Master Plan* includes the following Parks, Recreation and Open Space goals:

1. Maintain and enhance city park and recreational assets.

2. Anticipate the needs of the changing community and structure programs and facilities accordingly.

3. Preserve and maintain our natural resources for ourselves and future generations.

4. Enhance the City's arts, cultural, and historic assets.

5. Promote a sense of community through recreation programming.

6. Connect the community with trails, walks and bikeways.

7. Build community support for parks and recreation.

Classification	Quantity	Acres
Regional Park	**2**	**6,217.6**
Use: Continuous or groupings of open spaces offering facilities/ activities (trails, picnic, wildlife observation, water sports, etc.) determined by natural assets. Extent of active recreation development area is typically limited to a proportion of park area. Much of the park retained in a natural state.		
Service Area: Twin Cities metropolitan area		
Size: 250+ Acres		
Location: Determined by existing natural features.		
Conservation Area	**14**	**1,564.8**
Use: Protects natural environment, wildlife habitat and scenic quality rather than satisfying demand for recreation opportunities. Secondary, passive or active recreation uses can coexist with primary conservation function.		
Service Area: Local and Twin Cities metropolitan area		
Size: 20+ Acres		
Location: Determined by existing natural features.		
Special Use Areas	**8**	**204**
Use: Preserves and maintain buildings, sites, or objects of historical or archeological significance. Provides for community activities such as golf courses, fine arts, indoor ice facilities, gymnasiums, etc.		
Service Area: Varied		
Size: Varied		
Location: Where resources occur.		
Pond Area	**18**	**113.1**
Use: Ensures proper functioning of hydrologic systems. Provides some scenic observation.		
Service Area: Watershed and sub-watersheds.		
Size: Varied		
Location: Proximity to water resources.		
School/Private Recreation Facilities		
Use: Recreation facilities on private or school property that typically provide some level of recreation and access to the public. Public use is typically formalized with an agreement or easement for public use. Development and maintenance costs are often shared with the City.		
Service Area: Varied		
Size: Varied		
Location: School district or private property.		
TOTAL	**97**	**9,043.8**

Source: Bloomington Parks and Recreation Division.

Special Recreational Facilities

Bloomington Center for the Arts

Bloomington Center for the Arts, located at 1800 W. Old Shakopee Road, occupies the north end of the Bloomington Civic Plaza. The Center is a focal point for performing and visual arts in Bloomington and the surrounding communities. The facility is extensively utilized by the Bloomington Fine Arts Council's eight member organizations, the City and the community. The facility contains a private theater, rehearsal space and classrooms that are available for rent and provides art classes, exhibits and performances. The Bloomington Fine Arts Council receives operating support from the City.

Bloomington Ice Garden (BIG)

Opened in 1970 with one rink, the Bloomington Ice Garden has grown to three indoor rinks (one of them Olympic-sized). The rinks meet much of the community's existing needs for indoor skating except during the most sought-after prime hours. The rinks are used primarily for youth and high school hockey and figure skaters. The rinks are also open for public skating as well as adult open hockey and pond hockey for youth. The original rink #1 was reconstructed in 2007. A new roof and heating and cooling system were installed on rinks #1 and 2 in 2003. To maintain a high quality of service, Rink #1 will need new ceiling paint, spectator seating and remodeled snack bar. In addition, Rink #3 will require a new roof by 2018.

Golf Courses

The City of Bloomington maintains and operates two public golf courses: Dwan and Hyland Greens. Dwan Golf Course is an executive length, par 68 golf course. Hyland Greens Golf Course consists of a long par 3 course, a "pitch and putt" par 3 course, and a 12-station practice range.

Old Town Hall

The Old Town Hall, located at the intersection of Penn Avenue and West Old Shakopee Road, was the original Bloomington Town Hall. The building was moved to its present location in 1924. In 2007, the building was rehabilitated to its 1892 appearance. The building serves as a depository for historic artifacts, photos and documents, and provides limited meeting space. The Old Town Hall is leased to the Bloomington Historical Society to operate a historical museum.

Pond-Dakota Mission Park

Pond-Dakota Mission Park, acquired with federal LAWCON funds in the late 1970s, contains the historic Gideon Pond house and farm. The Gideon Pond house, initially constructed in 1856, was restored and dedicated in 1996 and is on the National Register of Historic Places. The Pond-Dakota Mission Park is the site of the annual River Rendezvous, a major week long event celebrating Native American and pioneer history.

Old Town Hall

Old Town Hall was built in 1892 as a place for public meetings, church services, education and social gatherings. Its use evolved to house government offices until 1964 when City offices moved across the street. Soon after, the City Council approved Old Town Hall's use by the Bloomington Historical Society.

In 2007 the building was renovated to restore its original 1892 appearance. Architectural details were replicated from old photographs. The cupola was recreated, asphalt shingles were replaced with cedar shakes, and stucco was removed to install wood siding among other modifications. *American Town and Country* magazine praised the restoration in their January 2008 issue.

Regional Park And Open Space Facilities

Minnesota Valley National Wildlife Refuge

The Minnesota Valley National Wildlife Refuge was established by Congressional act in 1976 to preserve the Minnesota River Valley's natural resources, develop recreational opportunities, and to provide a wildlife interpretation and education center. The Refuge boundaries extend from the northeast boundary of Bloomington, south and west along the Minnesota River Valley to the Louisville Swamp near the city of Carver encompassing over 14,000 acres. The Refuge within the City extends the entire length of the Minnesota River Valley. In addition to the refuge area the U.S. Fish and Wildlife Service owns over 4,200 aces, specifically the Long Meadow Lake and the Bloomington Ferry refuge units. The refuge area between the Long Meadow and the Bloomington Ferry units owned and maintained by the City. The Bloomington owned unit is 747.93 acres in size, not including portions of Central Park, Mound Springs Park, and Pond-Dakota Mission Park.

The wildlife refuge constitutes a large regional corridor park. It is designated for conservation uses and serves as major habitat for resident and migratory wildlife. Recreation uses include walking, biking, nature study and other trail uses. A proposed State trail, the Minnesota Valley State Trail will connect the refuge units in the future. The visitor center and refuge headquarters is located at 3815 East 80th Street in Bloomington.

Hyland-Bush-Anderson Lakes Park Reserve

The 2,486 acre Hyland-Bush-Anderson Lakes Park Reserve is part of the metropolitan regional parks and open space system. The park reserve consists of seven individual park units: Hyland Lake, Bush Lake, Anderson Lakes, Tierney's Woods, North Corridor, South Corridor, and Normandale Lake. Six of the park units are located entirely within the City of Bloomington, and the seventh, Anderson Lake, is split between Bloomington and Eden Prairie. The City of Bloomington and the Three Rivers Park District are joint implementing agencies for the Park Reserve as they each own and operate several of the individual park units. Bush Lake, Tierney's Woods, North Corridor, South Corridor and Normandale Lake park units are owned by the City of Bloomington. Anderson Lakes park unit is jointly owned and operated by Three Rivers Park District and the City of Bloomington. Hyland Lake park unit is solely owned and operated by Three Rivers Park District. Of the entire park area, 2,007 acres are within the City of Bloomington.

Hyland-Bush-Anderson Lakes Park Reserve provides a broad spectrum of natural resource based recreational opportunities and outstanding facilities that were developed by both the City of Bloomington and the Three Rivers Park District. Most notable are the picnicking and beach facilities at Bush Lake Park, the

Hyland Hills Ski Area, 70-meter ski jump, an extensive network of trails and the Richardson Nature Center. A master plan for Hyland-Bush-Anderson Lakes Park Reserve was last updated in 1984. An update is planned for 2009.

Recreation and Arts Programming

The City of Bloomington provides over 50 different recreation and arts programs on an annual or seasonal basis. Recreation and arts programming in Bloomington is supported by community arts and recreation organizations that provide a broad array of programs to meet community needs and interests in arts, cultural activities, and sports for various age groups and populations within the city. The City of Bloomington has been successful in working cooperatively and in partnership with community arts and recreation organizations.

Support of arts programming dates back to 1963 when the Parks and Recreation Division promoted the establishment of the Bloomington Symphony Orchestra through financial support from the City Council. Fine arts programming has expanded significantly with the growth of community arts organizations. Cultural, arts, and leisure activities are supported by community groups such as the Bloomington Fine Arts Council members (Angelica Cantanti, Bloomington Art Center, Bloomington Symphony Orchestra, Bloomington Medalist Concert Band, Continental Ballet Company, Bloomington Civic Theater, Normandale Choral Society, and NOTE-able Singers); the Bloomington Garden Club; the Bloomington Swirlers; the Bloomington Historical Society; and the Gideon Pond Heritage Society.

Recreation and sports programming supported by community recreation organizations offer numerous programs for adults and youth in Bloomington. The Bloomington Athletic Association (BAA) offers youth baseball, basketball, floor hockey, football, golf, ice hockey, soccer, softball, volleyball, and wrestling. Other organized athletic groups include the Bloomington Amateur Hockey Association (BAHA), Barracuda Aquatics Club, Bloomington Adult Sports Association (BASA), Bloomington Traveling Baseball Association, Broomball, Classic League, Fall Ball, Bloomington Figure Skating Club, Girls' Fast Pitch, Horseshoe Club, Legion Baseball, Legion Gun Safety, North Star Diving, Bloomington Junior Soccer Club (BJSC), Town Team Baseball, Southdale YMCA, and Born Again Jocks (BAJ).

Did you know ...?

- The Bloomington School District estimates only three out of every 10 homes in Bloomington have a child in the school system.

7.2 Schools

Public K-12 Education

The city primarily lies within Bloomington Independent School District 271. Small portions of northwest Bloomington lie within Eden Prairie School District 272 and Edina School District 273. District 271, a unit of government separate from the City of Bloomington, operates all public kindergarten through grade 12 schools within Bloomington along with the community education program. The School District currently offers grades K-5 in nine elementary schools, grades 6-8 in three middle schools, and grades 9-12 in two high schools.

Table 7.2 Public K-12 Schools in Bloomington

High School (Grade 9-12)	Middle School (Grade 6-8)	Elementary School (Grade K-5)
Kennedy	Oak Grove	Hillcrest Community
Jefferson	Olson	Indian Mounds
	Valley View	Normandale Hills
		Oak Grove
		Olson
		Poplar Bridge
		Valley View
		Washburn
		Westwood

Source: Bloomington Independent School District 271 Website.

Private K-12 Education

Approximately 1,141 students are enrolled in private schools within Bloomington for the 2007/08 school year. (Source: Bloomington School District #271) These schools contain educational programs ranging from preschool to high school graduation. According to the 2000 U.S. Census, 1,548 (13.3%) students residing in Bloomington were enrolled in either a private elementary or high school. Private schools in Bloomington include:

- Beacon Preparatory (6th grade and up)
- Bethany Academy (K-12)
- Bloomington Lutheran (K-12)
- Concordia Academy (9-12)
- Minnehaha Academy (K-5)
- Mount Hope Redemption Lutheran (Pre-8)
- Nativity of Mary (K-8)
- Seven Hills Classical Academy (K-5)

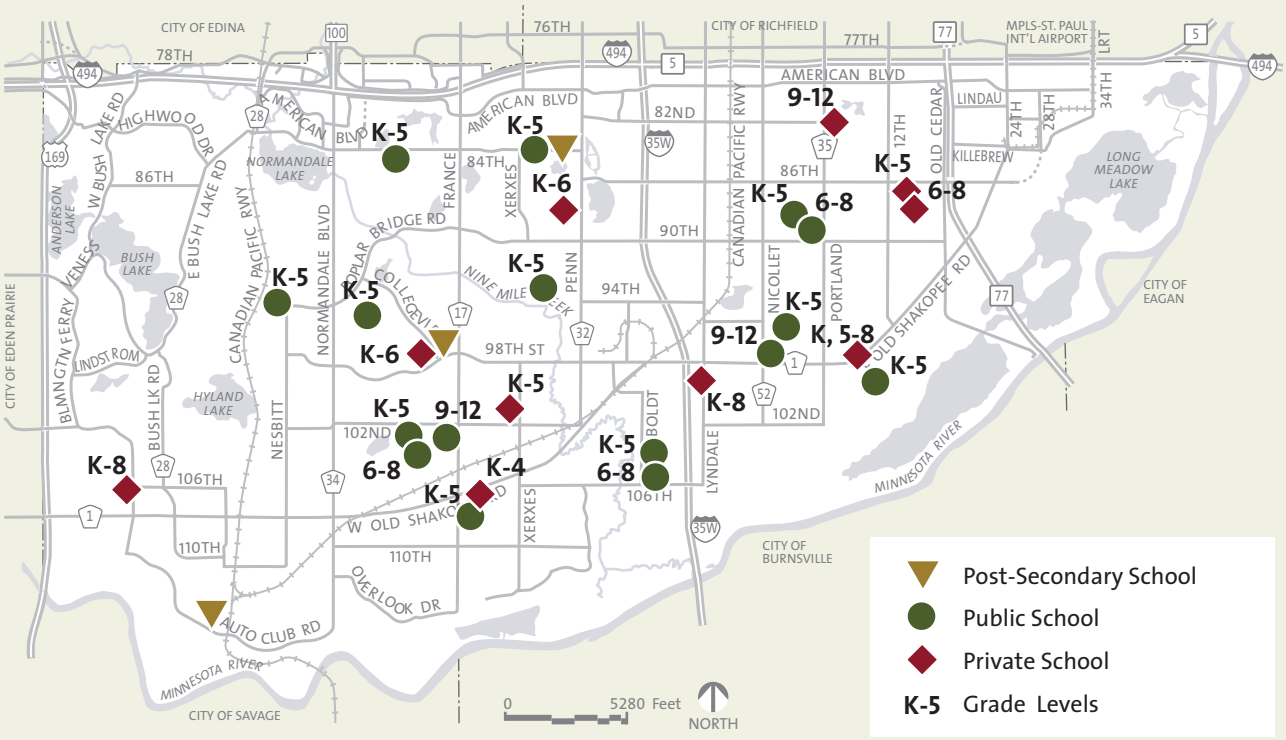
Post-Secondary Institutions

Normandale Community College offers Associate degrees and certificates and serves 13,400 students. Two-thirds of credit students attend full-time, which represents 6,244 students as of Fall 2007. The College continues to evaluate current and future needs and expand its facilities on campus to accommodate growth.

Northwestern Health Sciences University offers degrees and certification in a variety of natural health care professional programs in areas such as chiropractic, acupuncture, and massage therapy disciplines. The University's enrollment of less than 1,000 students occupies a 25 acre campus, which constructed expanded classroom facilities in 2007.

Bethany College of Missions serves less than 100 students and offers programs in cross-cultural studies and global internships.

Figure 7.2 Public, Private and Post-Secondary Schools



Source: Bloomington Parks and Recreation Division.

Forecast

Enrollment

As the City grew and developed in the 1950s and 1960s so did public school enrollment eventually reaching a peak of 25,000 students, 28 schools, and 2,000 staff members in 1969. Enrollment declined throughout the 1970s before stabilizing in the late 1980s. Today enrollment is close to 10,000 students within 14 schools. The School District predicts enrollment numbers will remain flat throughout the next 5-10 years.

Table 7.3 K-12 School Choice: Bloomington Residents 2007-2008

	Number	%
Bloomington Public Schools	10,259	84%
Other Public Schools	333	3%
Charter Schools (2006-07 data)	214	2%
Home Schools	198	2%
Private Schools	1,141	9%
Total	**12,145**	**100%**

Source: Bloomington Independent School District 271.

Table 7.4 K-12 Open Enrollment 2007-2008

Students from other communities enrolled in Bloomington public schools	462
Bloomington students who enroll in other districts	333

Source: Bloomington Independent School District 271.

Table 7.5
Bloomington School District Enrollment Projections, 2008-2013

Grade	*2007-2008*	*2008-2009*	*2009-2010*	*2010-2011*	*2011-2012*	*2012-2013*
Kindergarten Total	**716**	**732**	**758**	**765**	**767**	**769**
1	761	717	734	760	767	770
2	766	755	711	729	755	762
3	779	771	759	715	738	764
4	695	780	772	760	716	742
5	759	698	784	775	763	719
Elementary Total	**4,476**	**4,453**	**4,518**	**4,504**	**4,506**	**4,526**
6	757	761	700	786	777	765
7	789	761	765	704	790	781
8	787	780	752	756	696	781
Middle School Total	**2,333**	**2,302**	**2,217**	**2,246**	**2,263**	**2,327**
9	846	861	853	822	827	761
10	916	851	866	858	827	832
11	827	879	816	831	823	793
12	861	785	835	775	789	782
High School Total	**3,450**	**3,376**	**3,370**	**3,286**	**3,266**	**3,168**
Total Enrollment	**10,259**	**10,131**	**10,105**	**10,036**	**10,035**	**10,021**

Source: Bloomington Independent School District 271.

7.3 Public Buildings

Existing Facilities

It is Bloomington's intent to provide high quality; long-lasting public buildings that support the efficient and economical provision of desired services.

Civic Plaza

In December 1999, the City Council directed city staff and a citizen task force to explore the acquisition of a site suitable for a new campus of facilities. The City Council authorized site assembly in 2000 and the new City Hall, Police and Center for the Arts building was completed in 2003. The building design reflects the natural environment of the Nine Mile Creek Valley and the value Bloomington residents place on parks and green space. The building features a unique combination of arts center and municipal facilities. Many native plants and trees were planted throughout the site to complement the stone, cedar, and metal building materials. A 2,500 square foot mural was added to the exterior flyloft in 2007.

Creekside Community Center

Creekside Community Center, 9801 Penn Avenue, is a former elementary school constructed in 1960 currently utilized by senior citizen programs and Human Services programs. City staff predicts the building will require major renovation or replacement within five to seven years. A study is planned as the first step in deciding whether to renovate or replace the facility.

Libraries

Bloomington is home to two libraries, Penn Lake Community Library at 8800 Penn Avenue and Oxboro Community Library at 8801 Portland Avenue. Hennepin County owns and operates both facilities.

Public Works

The Public Works complex was extensively redeveloped in 2002 and a second phase added in 2005/2006. Approximately 71,000 square feet of vehicle storage was constructed in 2002 to protect over $16 million invested in equipment. In 2003, a salt-storage shed was constructed. The shed enables the City to buy salt in larger quantities in the off-season and keeps the products dry and protected from the elements.

Public Safety

The City maintains a 135-person volunteer Fire Department who responds from six fire stations located throughout the community. The average response to an emergency call is 4.1 minutes from the time of notification.

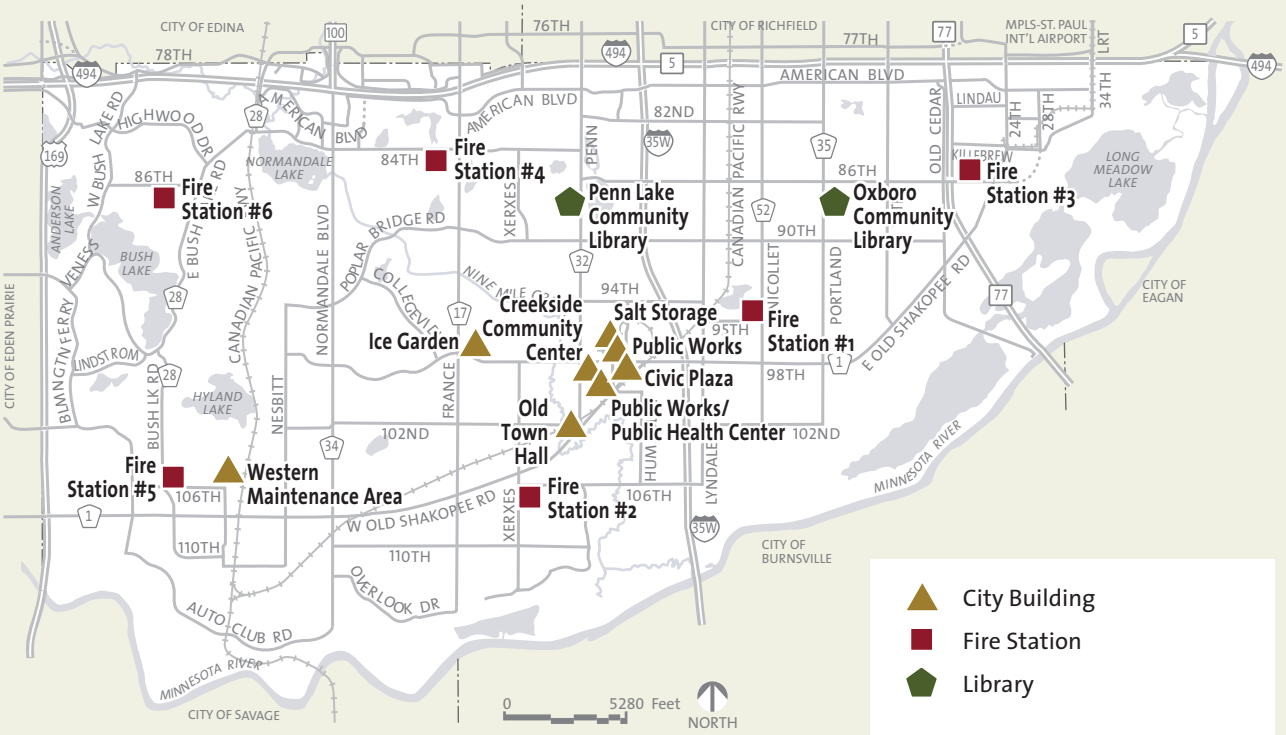
The Bloomington Police Department has an authorized strength of 116 sworn officers, 35 civilians, and 2 animal wardens. The Department is also home to one of only four Bomb Squads in the state of Minnesota.

Did you know ...

- The Public Works salt facility was honored by the Salt Institute in 2006 and 2007 for "Excellence in Storage."

Bloomington Civic Plaza opened in 2003.

Figure 7.3 Public Buildings



Source: Bloomington Planning Division.

7.4 Goals, Strategies, Actions

Goal 1 Provide accessible park, recreation, and arts facilities and programs to serve the needs of Bloomington residents.

Strategy 1.1

Meet resident needs and desires for recreational activities through appropriate facilities and programs.

- Implement the strategies of the *Park Master Plan* (adopted February 11, 2008) with emphasis on the following top ten priority strategies:

(1) Park revitalization program for park infrastructure – The Capital Improvement Program (CIP) will need to be reviewed and prioritized relative to the Park and Recreation goals and strategies and ongoing revitalization of parks.

(2) Signature Parks – Reposition parks to reduce costs, improve quality, and better meet evolving and diverse needs.

(3) Trails – Adopt an *Alternative Transportation Plan* including improved internal and external bicycle and pedestrian connections.

(4) Natural Resource Management – Enhance planning and resource allocation devoted to natural resources and sustainability.

(5) Recreation Programming – Emphasize quality programming to serve a spectrum of ages, abilities, and interests. Encourage active living actions.

(6) Community Gathering/Sense of Community – Develop community gathering locations and improve facilities and parks to enhance a sense of community.

(7) Arts – Integrate public art into community life and identify and increase opportunities to participate in arts and cultural.

(8) History – Identify and preserve historical sites and properties with historical significance.

(9) Collaboration – Increase communication and partnerships with advocacy groups, partners, and the business community. Support volunteerism and community stewardship of parks and natural areas.

(10) Bond Referendum – Define the content and timing of a future park, trail, green space, and community facilities bond referendum, an essential tool needed to fund planned park system improvements.

Strategy 1.2

Engage and inform the public on parks, recreation, and arts issues.

- Expand use of the City website to share information, respond to resident comments, register for programs and email listserves, and reserve facilities.
- Expand cable television programming for parks, recreation, and arts items.
- List the benefits of Parks and Recreation services and the positive impact they have on Bloomington residents, visitors, and property values.
- Include the residents in the planning of parks, recreation, and arts facilities and programs through solicitation of public input (e.g. public meetings, surveys, evaluations, feedback, task forces, etc.).
- Address resident concerns in a timely manner.
- Improve utilization of volunteers and develop a comprehensive volunteer recognition program.

Strategy 1.3

Continue to support cooperative relationships with other governmental agencies and community recreation and arts organizations to enhance and improve the Bloomington parks, recreation and arts facilities and programs.

- Work closely with the Three Rivers Regional Park District, the State Department of Natural Resources, the Metropolitan Council, the Legislative Commission on Minnesota Resources, the U.S. Fish and Wildlife Service, and other agencies in the improvement of regional recreation and trail facilities.
- Negotiate agreements with the Bloomington School District to maintain continued public use of recreation facilities after schools are closed.
- Explore partnerships with other service providers for parks, recreation, and arts services and facilities (e.g. YMCA, School District, youth athletic associations, Lion's Club, community service organizations, neighborhood groups, etc.) Partnerships can be for programming, fund-raising for park facilities, etc.
- Support the efforts and programming needs of the Bloomington Farmer's Market.

Strategy 1.4

Provide park facilities and amenities that meet or exceed standards set through the Americans with Disabilities Act (ADA).

- Make reasonable accommodations for individuals with special needs except where an undue burden exists (i.e. some facilities may not be accessible due to extreme topography and the excessive cost to make the facilities ADA compliant).

- Identify barriers to participation or use of facilities and take steps to reduce or eliminate these barriers.
- Provide specialized recreation facilities and programs for the elderly, handicapped, and other people with special needs.
- Implement the *Accessibility Evaluation Transition Plan*.

Strategy 1.5

Enhance and promote community facilities that meet the visual and performing arts programming needs of the community.

- Periodically evaluate the Arts Center programming with regard to resident needs and continue to expand programming options to reach the greatest possible number of residents.
- Take advantage of facilities already existing in the community for arts programming (schools, city, etc.).

Goal 2 Work cooperatively with education providers to ensure high quality, safe learning environments responsive to the needs of local residents and businesses.

Strategy 2.1

Continue to coordinate City and school planning efforts to cooperate on joint objectives.

- Utilize joint meetings between the City Council and School Board, as appropriate.
- Coordinate planning on multi-use community center facilities and adult educational programming to ensure City and School facilities and programs complement one another and to avoid unnecessary duplication of services.
- Coordinate planning on community/school bicycle and pedestrian linkages.
- Include School District in citywide traffic demand management discussions.
- Cooperate with the School District to continue to provide drug abstinence education and youth activity programming.
- Coordinate Bloomington promotional strategies and marketing efforts with the School District.
- Continue to provide Police Department liaison services to public middle and high schools.
- Continue joint school/police emergency response training and simulations.
- Encourage a continued closed campus environment for all schools.

Strategy 2.2

Facilitate efforts to link private businesses and industry leaders with educational institutions.

- Create linkages between the private sector, high schools, and post-secondary institutions.

Goal 3 Support the efficient and economical provision of public services with high quality, long-lasting, and sustainable public buildings.

Strategy 3.1

Develop new facilities to meet community needs.

- Continue to study the funding, role, and location of a new community center.
- Periodically review fire station facilities and equipment for adequacy as additional development occurs.

Strategy 3.2

Use "green" standards and practices for management of existing buildings and design of new public buildings.

- Consider using the design standards of a nationally recognized rating system such as LEED (Leadership in Energy and Environmental Design) when constructing any new public buildings.
- Continue to analyze building management practices of City facilities to increase energy efficiency and enhance the health and welfare of building occupants.

Strategy 3.3

Continue to maintain and upgrade city facilities as needed to provide services in a fiscally sound manner.

Section 8

Implementation Element

Methods of Implementation

Comprehensive planning begins with creating a community vision and establishing guiding goals and strategies. Bloomington has taken that step through the *Imagine Bloomington 2025 Strategic Planning Process* and through the update of this plan. The next step involves bringing the vision into reality - actually implementing the plan. Implementation of this plan will be accomplished through a variety of means, including:

- Following the recommended strategies and actions included in each plan element;
- Completing and implementing the *Imagine Bloomington 2025 Strategic Plan*;
- Following the housing implementation program, which consists of the goals, strategies and actions included in Housing Element;
- Using Bloomington's *Combined Five-Year Community Investment Program* (CIP) to prioritize capital expenditures. The CIP is attached for the Metropolitan Council's review;
- Allocating resources through the annual budget process;
- Working with community residents, businesses, and organizations. Most of the resources and initiative needed to bring the community vision to reality will be supplied by the private sector;
- Implementing the recommendations of the many plans that work together with the *Comprehensive Plan*, including the *Parks Master Plan*, the *Alternative Transportation Plan*, the *Comprehensive Surface Water Management Plan*, the district plans, the *Water System Master Plan*, the *Water Emergency and Conservation Plan*, and the *Sanitary Sewer Policy Plan*;
- Enforcing the *Bloomington City Code*, which includes the zoning ordinance, subdivision regulations, planned development ordinances, shoreland standards, and other local official controls;
- Amending the existing local official controls as needed;
- Following the plan during day-to-day operations;
- Regularly evaluating implementation progress; and,
- Adjusting plans and programs to take into consideration changing circumstances.

Consistent Official Controls

As required by Minnesota Statute 473.859, Subd. 4, and to ensure conformity with metropolitan system plans, Bloomington has reviewed the consistency of its official controls with the *2030 Regional Development Framework*, the metropolitan system plans and the elements of the *Bloomington Comprehensive Plan*. Bloomington believes that its official controls are consistent with these plans. Therefore, no schedule is included beyond that outlined in the *Combined Five-Year Community Investment Program* (CIP).

Zoning Controls

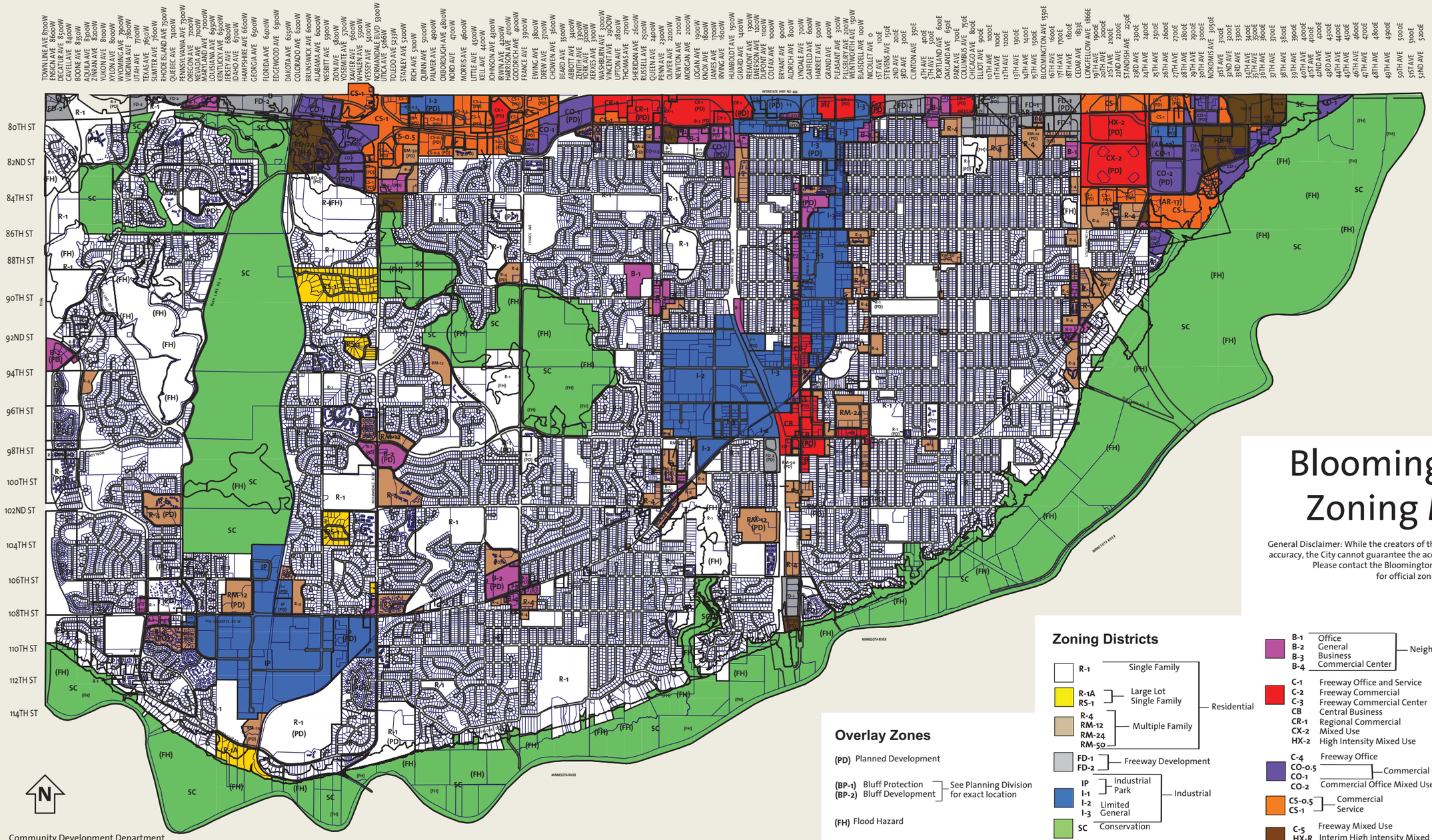
The Metropolitan Council requires this comprehensive plan to include "a current zoning map and a description of zoning districts that includes allowable densities/intensity of use and lot sizes." Bloomington's zoning map (2008) is included in ***Figure 8.1***, *next page*. Note that the zoning map is frequently updated. The current zoning map is available on the City's website. The zoning districts are summarized in ***Table 8.1***, *below*.

Table 8.1 Bloomington Zoning Districts

		Density/Intensity		Lot Size
	Zoning District	**Min**	**Max**	**Min**
R-1	Predominant single family residential district. Allows institutional uses and allows multi-family uses under a planned development.	NA	NA	11,000 sq. ft.
R-1A	Large lot single family residential district.	NA	NA	1.5 acres
RS-1	Large lot single family residential district.	NA	NA	33,000 sq. ft.
R-4	Multiple family district.	NA	NA	11,000 sq. ft.
RM-12	Multiple family district.	8 u/ac	12 u/ac	40,000 sq. ft.
RM-24	Multiple family district.	12 u/ac	24 u/ac	40,000 sq. ft.
RM-50	Multiple family district.	20 u/ac	50 u/ac	80,000 sq. ft.
HX-R	High intensity mixed use district. Applies near LRT stations.	1.5 FAR	2.0 FAR	120,000 sq. ft.
RO-24	Residential-office district.	NA	24 u/ac	80,000 sq. ft.
RO-50	Residential-office district.	20 u/ac	50 u/ac	80,000 sq. ft.
SC	Conservation district.	NA	NA	NA
B-1	Neighborhood office district.	NA	0.5 FAR	25,000 sq. ft.
B-2	Neighborhood retail district.	NA	0.5 FAR	25,000 sq. ft.
B-4	Neighborhood commercial center district.	0.2 FAR	2.0 FAR	40,000 sq. ft.
C-1	Freeway office and service district.	0.4 FAR	1.0 FAR	120,000 sq. ft.
C-2	Freeway commercial district.	NA	0.5 FAR	80,000 sq. ft.
C-3	Freeway commercial center district.	0.5 FAR	1.0 FAR	200,000 sq. ft.
C-4	Freeway office district.	0.4 FAR	2.0 FAR	120,000 sq. ft.
C-5	Freeway mixed use district.	1.0 FAR	1.5 FAR	80,000 sq. ft.
CB	Central business district.	NA	NA	NA
B-3	General business district	NA	NA	NA
CR-1	Regional commercial district.	NA	1.0 FAR	2 acres
CO-0.5	Office district.	NA	0.5 FAR	120,000 sq. ft.
CO-1	Office district.	NA	1.0 FAR	120,000 sq. ft.
CS-0.5	Office/hotel district.	NA	0.5 FAR	120,000 sq. ft.
CS-1	Office/hotel district.	NA	1.0 FAR	120,000 sq. ft.
CO-2	Commercial office mixed use district.	NA	2.0 FAR	NA
CX-2	Mixed use district for the Mall of America Phase I site.	NA	2.0 FAR	NA
HX-2	Mixed use district for the Mall of America Phase II site.	NA	2.0 FAR	20 acres
FD-1	Freeway development district.	NA	NA	3 acres
FD-2	Freeway development district.	NA	NA	1 acre
I-1	Industrial park district.	NA	NA	3 acres
I-2	Limited industrial district.	NA	NA	2 acres
I-3	Industrial district.	NA	NA	NA
IP	Industrial park district.	NA	0.5 FAR	120,000 sq. ft.

Source: City of Bloomington.

Figure 8.1 Bloomington Zoning Map



Bloomington Zoning Map

General Disclaimer: While the creators of this map strived for accuracy, the City cannot guarantee the accuracy of this map. Please contact the Bloomington Planning Division for official zoning determination.

Zoning Districts

- R-1 Single Family
- R-1A, RS-1 Large Lot Single Family
- R-4, RM-12, RM-24, RM-50 Multiple Family
- Residential
- FD-1, FD-2 Freeway Development
- IP Industrial Park
- I-1 Industrial
- I-2 Limited General
- I-3 General
- Industrial
- SC Conservation
- B-1 Office
- B-2 General Business
- B-3 Business
- B-4 Commercial Center
- Neighborhood Business
- C-1 Freeway Office and Service
- C-2 Freeway Commercial
- C-3 Freeway Commercial Center
- CB Central Business
- CR-1 Regional Commercial
- CX-2 Mixed Use
- HX-2 High Intensity Mixed Use
- C-4 Freeway Office
- CO-0.5, CO-1, CO-2 Commercial Office / Commercial Office Mixed Use
- CS-0.5, CS-1 Commercial Service
- C-5 Freeway Mixed Use
- HX-R Interim High Intensity Mixed Use with Residential
- RO-24, RO-50 Residential Office

Overlay Zones

- (PD) Planned Development
- (BP-1) Bluff Protection, (BP-2) Bluff Development — See Planning Division for exact location
- (FH) Flood Hazard
- (AR-17), (AR-22) Airport South Overlay District

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Zoning changes made after this date are not reflected on this map.
Map maintained by Bloomington Planning Division