



**PLANNING COMMISSION MEETING**

**STAFF REPORT**

**Thursday, August 04, 2016**

- Item 1  
PL2016-120  
6:00 p.m.
- Kimley Horn/Metro Transit (co-applicants)  
MOAC Mall Holdings LLC (owner)  
8100 24<sup>th</sup> Avenue  
Major Revision to the Mall of America Final Development Plan for the renovation and expansion of Metro Transit's Mall of America Station
- Item 2  
PL2016-123  
6:05 p.m.
- City of Bloomington  
An ordinance opting out of the requirements of Minnesota Statute Section 462.3593, which defines and regulates temporary family health care dwellings, and establishing standards and approval processes for public and private utility buildings in the BP-1 and BP-2 Overlay Zoning Districts, thereby amending Chapter 21 of the City Code
- Item 3  
PL2016-108  
(cont. from 7/21/16)
- The Toro Company (owner)  
Rezoning several parcels from R-1 to I-3(PD) and 351 American Blvd. West from I-3 to I-3(PD), Preliminary and Final Plat, and Major Revision to the Preliminary and Final Development Plan for the Toro Corporate campus planned development
- Item 4
- City of Bloomington  
Consider approval of draft Planning Commission meeting synopses:
- July 7, 2016
  - July 21, 2016

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Originator  
Planning

Item  
**Mall of American Transit Station renovation**

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Date  
8/4/2016

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Description

**Applicant:** MOAC Mall Holdings, LLC (owner)  
Metro Transit (user)

**Location:** 8100 24<sup>th</sup> Avenue South

**Request:** Major revision to the Mall of America Final Development Plan for the renovation and expansion of Metro Transit's Mall of America Transit Station

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Requested Action

Staff recommends the following motion:

In Case PL2016-120, having been able to make the required findings, I move to recommend City Council approval of a major revision to the Mall of America final development plan for the renovation of the Metro Transit Mall of America Transit Station at 8100 24<sup>th</sup> Avenue South, subject to the conditions and Code requirements attached to the staff report.

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Attachments:

Staff Report  
Recommended Conditions of Approval  
Project Description  
Plans Submitted  
Comment Summary  
Notification Map  
Publication Verification

## GENERAL INFORMATION

Applicant: Kimley Horn (applicant)  
Metro Transit (user)  
MOAC Mall Holdings, LLC (owner)

Location: 8100 24th Avenue South

Request: Major Revision to the Mall of America final development plan for the Metro Transit Mall of America Transit Station renovation

Existing Land Use and Zoning: Mall of America, Radisson Blu Hotel, JW Marriott Hotel, Phase IC office tower, surface parking, and IKEA; zoned CX-2(AR-17)(PD) High Intensity Mixed Use (Airport Runway)(Planned Development)

Surrounding Land Use and Zoning: North – Hotels; zoned C-4  
South – Hotel, restaurant, offices; zoned C-4(PD)  
East – Hotel, offices, surface parking lot, and vacant Airport Land; zoned LX, CO-2, and CS-1(AR-17)  
West – Cedar Avenue (Highway 77)

Comprehensive Plan Designation: High Intensity Mixed Use

## HISTORY

City Council Action: 10/21/86 – Approved Preliminary Development Plan for Mall of America and Fantasyworld (Case 8235A-86)

City Council Action: 04/10/89 – Approved Revised Final Development for Mall of America (Case 8235A-89).

City Council Action: 05/19/03 – Approved Final Development Plan for IKEA (Case 6917B-03).

City Council Action: 10/19/06 – Approved revised Preliminary Development Plan for Phase II (Case 10730A-06).

City Council Action: 08/02/10 – Approved Final Development Plan for 14-story Radisson Blu Hotel and parking structure (Case 8235B-10).

- City Council Action: 06/25/12 – Approved Major Revision to Final Development Plans for former Bloomingdales anchor store (Case 8235C-12).
- City Council Action: 11/19/12 – Approved Preliminary and Final Plat for MALL OF AMERICA 8<sup>TH</sup> ADDITION. (Case 8235E-12).
- City Council Action: 05/06/13 – Approved Revised Preliminary Development Plan for Phase I and Phase II Mall of America at 7900, 8000 and 8100 24<sup>th</sup> Avenue, 2000 and 2100 Killebrew Drive, and 2001, 2101, and 2251 Lindau Lane (Case 10730B-13).
- City Council Action: 08/05/13 – Approved the Final Development Plan for Mall of America Phase IC, hotel and retail expansion, located at 2101 Lindau Lane and 8000 and 7900 24<sup>th</sup> Avenue (Case 8235C-13).
- City Council Action: 02/24/14 – Approved a Final Development Plan for the Mall of America Phase IC office tower, located at 2101 Lindau Lane (Case 8235A-14).
- City Council Action: 01/26/15 – Approved the Mall of America Master Sign Plan (Case 8235G-14).
- City Council Action: 01/05/16 – Approved a major revision to the Preliminary Development Plan to expand the area included and modify the uses, design, and phasing for Phases I, II, and III of the Mall of America (Case 8235F-15).

## CHRONOLOGY

Planning Commission	08/04/16	Public hearing scheduled
City Council	08/15/16	Tentative meeting date

## DEADLINE FOR AGENCY ACTION

Application Date:	06/29/16
60 Days:	08/28/16
120 Days:	10/27/16
<b>Applicable Deadline:</b>	<b>08/28/2016</b>
Newspaper Notification:	Confirmed – (07/21/16 Sun Current – 10 day notice)
Direct Mail Notification	Confirmed – (500 foot buffer – 10 day notice)

## STAFF CONTACT

Mike Centinario  
(952) 563-8921  
mcentinario@BloomingtonMN.gov

## PROPOSAL

The applicants are proposing a major revision to the Mall of America final development plan (FDP) for the Mall of America Transit Station renovation. The stated intent of the renovation is to: improve transit bus efficiency; reduce entry times for transit buses; improve pedestrian access and station visibility from the street; improve amenities and aesthetics; and improve support facilities associated with the City of Bloomington Police substation.

These goals would be accomplished through the following improvements:

- Replace and re-orient the existing transit station with a 24,000 square foot building within the existing east side parking ramp, which would include;
  - 11,000 square feet for transit station space;
  - 3,800 square feet for a Police substation;
  - 1,600 square feet for Metro Transit driver break and storage areas;
  - 1,000 square feet of future retail space;
  - 700 square feet for public restrooms;
- Provide a direct pedestrian connection from 24<sup>th</sup> Avenue South to the MOA east Level 1 entrance through the transit station corridor and escalators;
- Establish a visual presence along 24<sup>th</sup> Avenue South by adding an exterior skin to a portion of the east parking ramp, lighting, and signage; and
- Modify access points to separate Metro Transit buses from employee and commercial vehicle traffic.

## ANALYSIS

### Land Use

The Mall of America is within the City's South Loop District. The South Loop District Plan (SLDP) specifically recommends creating a street front presence along 24<sup>th</sup> Avenue South. The plan states that transit at MOA would be improved with a highly visible and attractive street-level transit station. Further, the SLDP recommends incorporating civic spaces and/or visual landmarks at key locations. Certainly, the proposed transit station would be a key location. Further discussion regarding placemaking opportunities is provided in a following section.

### **Building and Site Design**

The transit station is proposed to have an east-west orientation between 24<sup>th</sup> Avenue South with escalator access to the Level 1 MOA east entrance. From the street, the building's proposed front setback is 32 feet (minimum is 20 feet) with two sets of double doors leading into the station lobby area. A paved walkway separates bus and LRT operations from the station building. Twenty bike racks are proposed along the paved area immediately adjacent to entrance doors along the south side of the station building.

MOA Phase III, the property east of 24<sup>th</sup> Avenue South and south of E. 82<sup>nd</sup> Street, will develop in the long term. A pedestrian bridge connection is identified in the recently revised MOA preliminary development plan. The applicant has included a conceptual location of a pedestrian bridge connecting the transit station to MOA Phase III. The applicant and MOA will continue to work on a feasibility analysis to ensure a future bridge may be accommodated. There is no Phase III development timeline, but staff includes a recommended condition that the transit station design not preclude the future implementation of a pedestrian bridge between the transit station and MOA Phase III.

Transit station building materials primarily consist of glass and metal panels. Metal panels would also skin the east parking ramp and would be vertically accentuated with LED lighting and signage. Glass is a permitted material, but the metal panels would require further review by City staff. The metal panel review ensures panels of a sufficient thickness and durable finish. The applicant is aware of the further review and would provide panel specifications prior to the issuance of a building permit.

Beyond constructing a building, the applicants are proposing a number of site enhancements that would significantly improve the customer and pedestrian experience, both within the transit station and along the street. These enhancements include: integral-color decorative concrete, perennial planting beds, 10-foot wide sidewalks, and a convenient "kiss and ride" drop-off area immediately south of the station's main entrance.

The SLDP and Creative Placemaking Plan encourage placemaking elements throughout the South Loop District. The applicant is coordinating with City Planning staff on locating South Loop District wayfinding signs, but staff has requested the applicant identify areas within and outside of the transit station where artwork, sculptural features, or other elements that contribute to the character of the District may be installed.

### **Landscaping, Screening and Lighting**

Twenty existing trees would be removed as part of the renovation project. The applicant proposes installing 28 trees along 24<sup>th</sup> Avenue where the transit station is located. In addition to planting trees, the 24<sup>th</sup> Avenue streetscape would include decorative concrete and perennial beds.

A photometric plan has not yet been prepared for the transit station, but the applicant has acknowledged City Code standards. The applicant intends on using LED fixtures that have been implemented elsewhere at MOA and stated illumination goals within the project description. A Code-complying lighting plan would be required prior to the issuance of a building permit.

### **Signage**

A greater visual presence is proposed through installing Metro Transit and MOA signage on a metal panel skin installed on the east parking ramp. MOA is zoned CX-2, Mixed-Use, which specifically prohibits signage (other than incidental and directional) on parking structures unless approved through the master sign plan process established for the South Loop District. The City Council approved a master sign plan for MOA in 2014, which would need to be amended to accommodate exterior signage along 24<sup>th</sup> Avenue.

### **Access, Circulation, and Parking**

Under current conditions, transit buses, MOA delivery vehicles, and MOA employees enter via the same location (security checkpoint on 24<sup>th</sup> Avenue). Delivery vehicles have significantly longer service times at the security check-point, which adds delay to transit buses and employees entering at the security check-point. This has made it difficult to provide consistent and reliable transit services. The project proposes a new MOA commercial/employee access on Killebrew Drive and a transit-only access on 24<sup>th</sup> Avenue. This completely separates transit bus and MOA commercial/employee vehicles entering the site which will significantly improve bus operations and reliability.

In order to reorient bus services, a number of parking stalls would be removed and relocated elsewhere on Level 0. Overall, the project would result in three additional parking stalls; functionally zero parking impact. A deviation would be required to allow the proposed employee parking areas. City Code requires 24-foot drive lanes for 90 degree parking stalls. In the employee parking lot located adjacent to Killebrew Drive, the proposed drive lanes are 22 feet. Employee parking located to the west of the LRT tracks also depicts a 22 foot drive lane, although the parking stall striping could be reduced from 19 to 18 feet, thus only requiring a 1-foot deviation. These parking areas are access-restricted and for employees only. Staff is comfortable with the minor drive aisle deviation needed to accommodate no net loss in overall parking supply.

Through past preliminary development plan reviews, a detailed shared parking analysis was conducted through a joint effort between the City and MOA, based on the shared parking methodology developed by the Urban Land Institute (ULI). That parking model is periodically calibrated to adjust to changing trends in parking behavior and transit use. The transit station is not considered a contributor to MOA parking demand, so the facility is not included as a contributor to parking demand in the model. So, although the gross building area would increase substantially, the proposed transit station does not increase the parking requirement for MOA.

**Stormwater Management**

Surcharging of the private storm sewer system and flooding of the existing transit station have been documented during a high intensity precipitation event. Surcharging and flooding are infrequent and the project is not proposing any alteration that will worsen the situation. In addition, the station elevation is being raised which has the potential to improve the situation. The owners are aware of the potential for flooding.

**Utilities**

New connections to the public sanitary sewer and watermain under 24<sup>th</sup> Avenue are proposed. Due to the underground congestion of various public and private utilities under 24<sup>th</sup> Avenue, the contractor will need to be cautious making these connections, as both of sewer and water connections are being made on the opposite side of 24<sup>th</sup> Avenue. In addition, the developer must locate all existing utilities both internal to the building and external.

**Traffic Analysis**

A traffic analysis was performed for the station, including the accesses described above including the separation of MOA and transit access. The adjacent roadway network is anticipated to accommodate the updated access locations and expected traffic into and out of the transit station.

**Transit and Transportation Demand Management (TDM):**

A TDM plan is not required for this project.

**Fire Preventions and Public Safety**

Add text here if applicable.

**Status of Enforcement Orders**

There are no open enforcement orders for the transit facility.

**FINDINGS**

**Section 21.501.03(e)(1-7) - Final Development Plans**

**(1) The proposed development is not in conflict with the Comprehensive Plan;**

- The Comprehensive Plan designation is High Intensity Mixed Use, allowing for a dense, transit-supporting mix of uses. Renovating and expanding the transit station is not in conflict with the Comprehensive Plan.
- (2) **The proposed development is not in conflict with any adopted District Plan for the area;**
- The proposed development, intended to improve the presence of transit as well as transit service within the City of Bloomington is consistent with the South Loop District Plan (SLDP).
- (3) **The proposed development is not in conflict with the approved Preliminary Development Plan for the site;**
- The Preliminary Development Plan acknowledges the Metro Transit Mall of America Transit Station, but does not include specific station characteristics. The Preliminary and Final Development Plans are consistent with each other.
- (4) **All deviations from City Code requirements are in the public interest and within the parameters allowed under the Planned Development Overlay Zoning District or have previously received variance approval;**
- All deviations affect the property are in the public interest and meet the intent of the City Code. The proposed deviations are within the parameters of the Planned Development Overlay District
- (5) **The proposed development is of sufficient size, composition, and arrangement that its construction, marketing, and operation is feasible as a complete unit without dependence upon any subsequent unit;**
- The planned development's construction and operation are feasible as a complete unit without dependence upon any subsequent unit. The transit station is intended to be complete by early 2018.
- (6) **The proposed development will not create an excessive burden on parks, schools, streets, and other public facilities and utilities which serve or are proposed to serve the planned development; and**
- Development projections within the SLDP have assisted in planning for and sizing of future infrastructure. Renovating the transit station is not anticipated to create an excessive burden on streets, other public facilities and utilities serving or proposed to serve the planned development.

**(7) The proposed development will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare.**

- The planned development will not have an adverse impact on the reasonable enjoyment of neighborhood or harm public health, safety, and welfare.

**RECOMMENDATION**

Staff recommends the following motion:

In Case PL2016-120, having been able to make the required findings, I move to recommend City Council approval of a major revision to the Mall of America final development plan for the renovation of the Metro Transit Mall of America Transit Station at 8100 24<sup>th</sup> Avenue South, subject to the conditions and Code requirements attached to the staff report.

## **RECOMMENDED CONDITIONS OF APPROVAL**

**Case PL201600120**

**Project Description:** Major Revision to the Mall of America Final Development Plan for the renovation of the Metro Transit Mall of America Transit Station

**Address:** 8100 24TH AVE S

The following conditions of approval are arranged according to when they must be satisfied. In addition to conditions of approval, the use and improvements must also comply with all applicable local, state, and federal codes. Codes to which the applicant should pay particular attention are included below.

1. Prior to Permit Provide copies of revised and recorded joint access, transit, and MOA Transit Center easement agreements.
2. Prior to Permit The applicant must identify potential locations for South Loop District placemaking elements.
3. Prior to Permit The Grading, Drainage, Utility, and Erosion Control plans must be approved by the City Engineer.
4. Prior to Permit Access, circulation and parking plans must be approved by the City Engineer.
5. Prior to Permit Sewer Availability Charges (SAC) must be satisfied.
6. Prior to Permit Parking lot and site security lighting plans must be revised to satisfy the requirements of Section 21.301.07 of the City Code.
7. Prior to Permit Signs must be in conformance with the requirements of Chapter 19, Article X of the City Code and the Mall of America master sign plan, as amended. No signage is approved through the final development plan.
8. Prior to Permit Exterior building materials must be approved by the Planning Manager (Sec. 19.63.08).
9. Prior to Permit Storm Water Management Plan must be provided that demonstrates compliance with the City's Comprehensive Surface Water Management Plan. A maintenance plan must be signed by the property owners and must be filed of record with Hennepin County.
10. Prior to Permit A Construction Management Plan, including construction phasing and staging, must be submitted for review and approval by the City.
11. Ongoing All construction stockpiling, staging, and parking must take place on-site and off adjacent public streets and public rights-of-way.
12. Ongoing Alterations to utilities must be at the developer's expense.
13. Ongoing Development must comply with the Minnesota State Accessibility Code (Chapter 1341).
14. Ongoing Transit station design must not preclude the implementation of a pedestrian bridge between the transit station and MOA Phase III, located east of 24th Avenue South and East 82nd Street.

# Development Application

## Mall of America Transit Station Renovations

### Bloomington, MN



## Project Narrative

June 29, 2016

**Owner:** Metropolitan Council  
390 North Robert Street  
St. Paul, MN 55101  
PH: (612) 349-7560

**Prepared by:** Kimley-Horn and Associates, Inc.  
2550 University Avenue West  
Suite 238N  
St. Paul, MN 55114  
PH: (651) 643-0473

**A. REQUESTED ACTION**

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

- Major Revisions to the Final Development Plan for Mall of America
- Final Site Plan Approval

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

Kick-Off Meeting (Planning Staff – Completed)	March 9, 2016
Informal Development Review Committee (DRC) Submittal	April 28, 2016
Informal DRC Meeting (Completed)	May 3, 2016
Informal DRC Follow-Up Meeting	May 26, 2016
Informal DRC Follow-up Meeting	June 3, 2016
Submit Development Applications to the City	June 29, 2016
Development Review Committee (DRC)	July 12, 2016
Planning Commission Meeting	August 4, 2016
City Council Meeting	August 15, 2016

Included in this submittal are the following:

- Development Application
- Compact Disk (CD, FTP, or Dropbox link) containing all hard copy items
- Project Narrative (1 copy)
- Final Development Plans:
  - Four (4) full size sets (three folded and one rolled)
  - Four (4) sets of 11x17
- Development Application Fees including the following:
 

-Major Revision to Preliminary Development Plan	\$830
<b>Total Application Fees:</b>	<b>\$830</b>

**B. PROJECT LOCATION**

The project site is located at the northwest quadrant of 24th Avenue South and Killebrew Drive and is on the Mall of America (MOA) property. The street address is 8100 24th Avenue South. The PID is 01-027-24-31-0017.

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

systems to operate the MOA Transit Station. The easement allows for revisions to the property with written approval of the Mall of America.

### **C. PROPERTY**

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

The MOAC Mall Holdings LLC (MOAC) owns the property. The Port Authority of the City of Bloomington (Port) and the MOAC have a Ground Lease and Management Agreement for Construction and Operation of Public Parking Facilities on the Property (terminated) in which the Transit Station is located. The MOAC granted the Metropolitan Council a license to use a portion of the property, described in the Easement Agreement, to operate the Transit Station, bus operations, and LRT facilities on the property. There is a separate agreement OMP Agreement which addresses the operation and maintenance police services (Metro Transit Police and Bloomington Police Department) on the property.

### **D. EASEMENT AGREEMENT REVISION**

The existing property Easement Agreement, dated December 31, 2004, will be revised based on the limits of the proposed Transit Station and associated bus and LRT facilities. The MOAC Mall Holdings LLC, Port Authority of the City of Bloomington and the Metropolitan Council have begun discussions on the revision of this agreement. The Easement Agreement Revision will address the following easements:

- Joint Access Easement
- Transit Easement
- MOA Transit Center Easement

The separate OMP Agreement will be adjusted as required.

The existing public sidewalk and bikeway easement will be modified along 24<sup>th</sup> Avenue South and Killebrew Drive to reflect the new access locations and changes to the public walks.

### **E. PROPOSED PROJECT**

#### **Summary**

The Metropolitan Council, and its project partners, intend to improve the existing Mall of America Transit Station. The MOA Transit Station is the highest used facility in the Metro Transit system, serving more than 2 million riders annually. The intent of the project is to renovate the existing Mall of America Transit Station to provide for the following project goals:

- Improve Transit Bus Efficiency
- Reduce Entry Times for Transit Buses

- Improve Pedestrian Access and Exterior Visibility
- Improve Station Amenities and Aesthetics
- Improve Support Facilities associated with the Police Substation

The proposed project includes reconfiguration of the site, including a new busway and parking, new accesses from the public right-of-way, and renovated Transit Station building to meet the goals stated above.

The proposed site improvements include separation of MOA site access for employees and commercial vehicles from the Metro Transit bus operations. The proposed new entrance only driveway for the MOA employee traffic and commercial loading dock access is proposed just west of the LRT guideway on Killebrew Drive. A new security gate within the site and under the single level of the parking ramp which will reduce traffic impacts to Killebrew Drive. MOA employee traffic would enter the site at this location, circulate within the site, and exit from a modified dedicated exit at Gate 6. MOA employee and commercial loading dock traffic will have to turn right onto southbound 24<sup>th</sup> Avenue South. Metro Transit and other bus service providers would enter the site at a new entrance only driveway from southbound 24th Avenue South (CSAH 1), circulate through a new bus operations and gate area east of the LRT platform, and exit via a modified Gate 6 dedicated exit. Transit and other bus service providers will be able turn to both to southbound and northbound 24<sup>th</sup> Avenue South. See the attached plans.

The proposed building improvements include the partial demolition of the existing Transit Station and the construction of a new Transit Station that is oriented east-west with a direct connection to 24th Avenue public right-of-way and the Mall of America Level 1. The partial demolition will include all of the existing Transit Station except the existing elevators that access all the East Garage parking levels and an existing elevator equipment room and electrical room at the north end of the existing building.

The proposed building gross area is approximately 24,000 SF and will include 11,000 SF of public Transit Station spaces, 3,800 SF of police substation space for Bloomington Police Department and Metro Transit Police Department, 1,600 SF of Metro Transit driver break and layover facilities, 1000 SF of retail, and 700 SF of public restrooms. A new direct connection to the Mall of America will be made with escalators and an elevator to Level 1 at the east entrance to the mall. This entrance will connect beneath the current Level 1 ring road and access directly within the existing Level 1 East Entrance.

### **Existing Operations**

Access to the site is provided at a security check point at Gate 6, located on 24th Avenue South, just south of East 82nd Street. This security check point includes a manned guard shack, gate arms, and crash-rated pop-up barriers. This entrance provides access to Mall of America contractors and employees, delivery trucks, buses that serve the Transit Station, Bloomington Police Department, Metro Transit Police Department, and other Transit Station maintenance and support staff.

The METRO Blue Line Light Rail Transit (METRO Blue Line) enters the site from the south side of the East Parking Ramp near the intersection of 24th Avenue S and Killebrew Drive. The METRO Blue Line platform is oriented north-south on Level 0, and is encompassed with the drive lane for bus operations. As there is not sufficient space for dedicated bus gates, buses drop

off and pick up passengers at the curb near the Transit Station, but are required to circle across the light rail tracks to layover before beginning their routes. This creates inefficiencies that cause delay for buses waiting for trains.

This renovation project is aimed at improving efficiency of transit operations by providing a separate, dedicated entry point from 24th Avenue S for buses and other transit support staff. Bus gates will be provided east of the LRT platform, which eliminates the need for buses to cross the internal LRT at-grade crossing. Access for all other vehicles will be provided at a new entrance from Killebrew Drive west of the light rail tracks. The security check point will be located internal to the site, with a new manned guard shack, gate arms, and K4 crash-rated barriers. The existing Transit Station building is being demolished, and a new Transit Station will be extended east to provide a direct connection to the public domain on 24th Avenue South.

## **Removals**

The project will include the removal of concrete curb and gutter and bituminous pavements on Level 0 of the east parking ramp in the area of reconstruction. Some concrete curb and gutter and bituminous pavement on 24th Avenue South and Killebrew Drive will also be removed to accommodate reconfigured access points to the site and the removal of the southbound dedicated right turn lane at Killebrew Drive. Portions of concrete sidewalk are also being removed and relocated as part of the project.

Portions of the retaining wall with railing along 24th Avenue and the Gate 5 free-right turn lane will be removed to allow the construction of the new bus entrance and Transit Station.

The existing security booth at Gate 6 on 24th Avenue will be removed, along with the associated security gate arms and in pavement pop-up crash barriers.

With the reconfigured Transit building, the existing loading dock at the northwest corner of the project area will not be accessible by larger commercial vehicles. A new loading dock is provided on the new Transit Station Building allowing one overhead door and space for the relocated trash compactor.

The project will include demolition of the existing Transit Station transit shelter on both levels (approx. 14,672 square feet), with the exception of two existing elevators, an associated equipment room and the existing electrical room. The existing escalators will be removed and the Level 1 floor infilled. A semi-enclosed mechanical space (and mechanical unit) on Level 1 will also be removed and returned to parking.

An existing traffic signal pole and mast arm located at 82nd Street (Gate 5) will be relocated to accommodate changed curb geometry and the elimination of the free-right turn lane. A traffic signal pole and mast arm at Gate 6 will also require relocation. Other signal modifications will be required at Gate 6 due to the revised exit configuration.

Some trees along 24th Avenue and Killebrew Drive will be removed as part of this project. A total of twenty (20) trees will be removed, and a total of twenty-eight (28) trees will be planted. There does not appear to be an existing irrigation system on the site that will be impacted by the project.

## **Site Work**

The project will include concrete pavements which match the existing pavement section on site for the busways, new entry from Killebrew Drive, loading dock drive, and relocated Level 0 ring road. The bus entrance from 24th Avenue will include integrally colored concrete pavement to provide visual guidance to the public that the entry is restricted to authorized vehicles only. Parking areas that are not subjected to bus or heavy truck traffic will be comprised of bituminous pavement.

The new bus entry and truck/employee entrance will also include overhead signage to indicate that they are to be used by authorized vehicles only. Signage will require City of Bloomington approval.

The truck/employee entrance will include (3) drive lanes, with K4 vertical crash barriers. A new guard shack will be located at the security check point. A security screen wall, to be designed by structures, is located near the security gate. Near the Y-intersection of the Level 0 ring road, (2) K4 steel plate barriers will be located to provide a secure rejection lane from the security checkpoint. Cast-in-place concrete barriers will also be constructed to provide a separated rejection lane. At the reconfigured Gate 6 exit, (2) K4 vertical crash barriers will be installed to prevent unauthorized access. The new bus entrance will also include a K4 vertical crash barrier gate. The new police substation entrance from Gate 5 will also include K4 security gate arms.

A new retaining wall, designed by structures, with architectural screening will encompass the MOA laydown area north of the new transit station near Gate 5.

The new depressed loading dock will include one overhead door and the relocated trash compactor.

### **Transit Technology**

A number of transit technology components will be deployed at the Mall of America Transit Station to facilitate transit operations and to provide real-time customer information to transit users. This includes the following transit technology systems: automated gates at the entrance and exit of the transit station to allow buses and other transit vehicles to securely and efficiently access the transit station; dynamic signs to provide real-time route and departure information to transit users; and locator system to provide real-time bus location information to transit users.

Buses will enter the transit station from 24th Avenue, just south of 82nd Street, at the northeast corner of the Transit Station. A gate will be installed at this entrance to ensure that only approved vehicles (primarily buses) can enter the transit station at this location. To facilitate operations, this entrance gate will be automated and will automatically open for approved vehicles. Metro Transit buses equipped with the EMTRAC system will open the entrance gate via GPS and wireless communication. Other approved vehicles such as Metro Mobility, MVTA buses, maintenance vehicles, etc. are not equipped with the EMTRAC system and will require a different solution to open the entrance gate. Primary bypass solutions may include placing an active or passive RFID tag on approved vehicles to open the entrance gate or providing a card or keypad access to facilitate entry to the transit area.

Buses will exit the transit station onto 24th Avenue. The exit gate will be opened by a loop detector placed in front of the gate. This will allow vehicles that do not belong in the transit station to be easily escorted out. Both the entry and exit gates will have a manual override,

should the automated functions fail or access needs by emergency vehicles. Security staff are anticipated to have security camera surveillance and can assist with gate malfunctions until the necessary personnel arrive to repair the issue.

Real-time signs will be placed throughout the transit station to provide transit users with bus information such as the routes and departure time at each gate. All real-time signs will interface with Metro Transit's existing head-end system and will be 50-inch displays. Push-buttons, braille placards, and annunciators will be placed near the real-time signs to provide transit information for the visually impaired.

An LCD real-time display (or displays) will be placed near the bottom of the elevators as transit users leave the Mall of America and enter the transit station. Another LCD display (or displays) will be placed near the doors between the waiting area and the bus boarding area. This real-time display will likely contain the same information as the real-time sign by the elevators, but will be placed to allow transit users to view the information while they are waiting inside for their bus to arrive.

At each of the eight gates, a four-line, double-sided LED real-time (NexTrip) sign will be placed as close as possible to where the door of the bus will stop. The information on these LED real-time signs will be gate specific.

Metro Transit has recently deployed a bus locator system at their garages to be able to pin-point the location of a bus within a garage. This system is provided by UbiSense and uses active RFID technologies. Active RFID has high accuracy and does not require a clear view of the sky, a limitation of GPS-based systems. This system will require a number of active RFID antennas to be installed at each of the Transit gates. This system will be deployed at the Transit Station to track the location of buses at each transit gate, particularly the gate at which the bus is parked. Transit users will be able to look at the display to see the exact location of their bus.

### **Landscaping and Urban Design**

The number of benches has been reduced and benches are now included at the busiest bus gates, totaling six (6) benches. Trash receptacles have also been reduced to a total of four (4) and will be located so they are visible from all proposed benches.

Decorative saw cut score lines and integrally colored 'special concrete' areas will be applied to paved areas within bus loading/waiting areas and paved areas adjacent to the new transit station building.

Perennials including daylilies and catmint, along with sodded areas, will be planted on the northeast portion of the site in a pattern that corresponds with the scoring pattern of the concrete. Steel edger will be used to separate the sod from the perennial massings. Sod will also be planted in all other areas disturbed due to construction.

Autumn Brilliance Serviceberry trees will be planted on the north side of the site. Three Serviceberry trees have been added on the west side of the 24<sup>th</sup> Avenue entrance walk. A few overstory trees will be planted to fill in areas where site work and grading will impact existing landscaping.

## Traffic

The design team, led by SRF Consulting Group, has analyzed the existing traffic patterns around the project site to determine impacts to traffic operations with the proposed project. A comprehensive technical memorandum detailing the traffic analysis is provided in a separate document. This document evaluated four concept alternatives for evaluation, concluding that Alternative C – new commercial vehicles and employees access from westbound Killebrew west of 24th Avenue South - was the preferred alternative. This document is called the Metro Transit – MOA Transit Station Renovations Traffic Study, dated May 24, 2016.

The proposed security check point is located interior of the Mall of America site on Level 0, accessed from the new entry from Killebrew Drive located just west of 24th Avenue. The internal storage needs were analyzed based on data collected at the existing security check point on 24th Avenue. Based on this analysis, the proposed (3) entry lanes provide adequate storage interior of the site to reduce the risk of traffic queueing back into Killebrew Drive. Security check point procedures and operations will also need to be analyzed by the Mall of America to determine if modifications will be needed.

The existing dedicated right turn lane on 24th Avenue with a free-right turn lane was analyzed due to a concern with queues from the security check point backing up into Killebrew Drive. The METRO Blue Line at-grade crossing within the free-right turn lane was also a consideration for this location. The dedicated right turn lane is being removed on 24th Avenue to slow traffic prior to the turn at Killebrew Drive. Removing existing trees near the right turn lane were discussed to improve sight lines for the turn, but are not anticipated to be required to be removed, based on further analysis. The location of the LRT at-grade crossing is being maintained, to eliminate the need for track crossing modifications.

The opportunity to provide a pullout for temporary METRO Blue Line bus bridge operations on 24th Avenue was identified through the design process. It is understood that bus bridge operations occur very infrequently (2-3 times per year) for scheduled maintenance or due to service disruptions. This pullout allows for motorists to stay outside of MOA property to make safe drop-offs without stopping in the travel lane, which has been observed at busy times when MOA closes access at peak periods. The pullout will be signed “Drop-Off Only” to avoid lingering vehicles intending on pick-ups.

The existing traffic signal at the Gate 6 exit will be modified to accommodate the proposed geometry, as it is being converted to an exit only. The NB pole will be shifted north and video detection will be provided. The SB pole will be shifted to the median, and existing loop detection be used but Hennepin County may want to change to video detection. The EB pole will be shifted north, in line with the exit median, and a pedestal will be added for the MOA commercial vehicles and employee exit. All new wiring will be provided back to the existing cabinet. The vehicle detection will be loops for the MOA commercial vehicles and employees. The MOA commercial vehicles and employees right turn exit will be signaled separately from the busway right turn exit. This will avoid conflicts with larger commercial vehicles turning movements. Replacing the signal cabinet would be a Hennepin County task. The current signal is coordinated to the signal to the north (Gate 5), which will be separated with the project to give more time in the signal phasing.

The existing signal at Gate 5 will be modified. Advanced EVP will provided for exiting police at the police/maintenance on the EB approach to this signal.

The new and existing poles at the Gate 5 and Gate 6 will be painted the South Loop standard color – Graphite Black RAL #9011.

### **Street Lighting**

The project will replace a number of street light poles on the west side of 24th Avenue South, from East 82<sup>nd</sup> Street to East Old Shakopee Road. The project will salvage the existing poles and relocate to new foundations. The new foundations will be the same as the current foundations and will be located 3 feet from face of curb. This work will include new conduit and hand holes. The City may update poles with the LED South Loop standard light poles and fixtures.

### **Emergency Access**

Police and Fire Department access to the renovated Transit Station has been discussed with the City of Bloomington Fire Department. The primary access for the Transit Station and transit busway will be the right-in from southbound 24<sup>th</sup> Avenue South. The 24<sup>th</sup> Avenue South median access at the proposed Gate 6 exit needs be maintained for reverse entry to the transit busway exit and the adjacent commercial vehicle and employee exit. The primary access for the areas west of the LRT tracks will be the new commercial vehicle and MOA employee entrance off of Killebrew Drive. The queues in these three lanes will need to be cleared in an emergency. The design team will investigate whether access to the busway can be accommodated from this new entrance.

### **Building Egress Through Transit Area**

The MOA has two emergency exit doors on the westerly side of the transit area. Each of the exit doors has a width of 28'-6". This provides emergency egress from the lower level, near the MOA Management Offices. The current egress is around the existing Transit Station, across the LRT tracks, across the parking lot to the public right-of-way of 24th Avenue South. This current route is not currently signed. The removal of the existing Transit Station will provide a clearer visual queue to the public right-of-way. The egress route will be north of LRT tracks and the pedestrian/vehicle crossing south of the LRT platform. Emergency egress signage will be added to the project.

### **Architecture**

The new Mall of America Transit Station provides enhanced and enlarged space for all programs existing at the current facility, as well as new space provided for an outreach office. In addition to the improved operations provided by the site work, the building itself will improve functionality by providing a conditioned corridor from the 24th Avenue South entrance on the east, through the existing parking garage with vertical circulation directly into the east entry of the mall at Level 1. The project includes reconstruction of the mall guest services area to provide space for the required circulation, as well as some adjustment to the existing tenant warehouse space on Level 0, to provide a private corridor for mall employees to reach the Police Substation. New mechanical units will be located on the roof of the existing stairway tower, with ducts running in existing and new chaseways. A new loading dock area will be provided to replace the existing loading dock made inaccessible by the project.

The project aesthetic will be light, bright and clean, with white, custom perforated metal panels forming a ceiling plane and black, perforated and solid metal panels forming the north wall of the facility. The floor will be white and light grey terrazzo, white and light grey tile will be used for other surfaces including the public restrooms, with clean, durable painted block with rubber flooring for the interior of break rooms and the police substation.

Colors from both Mall of America branding and Metro Transit branding will provide linear accents integrated with the custom perforated pattern in the white metal panels. While the existing light fixtures will be reused for general illumination in the exterior transit spaces, supplemental lighting and ceiling treatment will be provided above the LRT platform and the bus loading areas to enhance the quality of spaces starting from the moment one disembarks from transit. The white ceiling will fold up the façade to form a canopy and signage element on the 24th Avenue façade. The black wall element will fold across the face of the building, forming a screen for the MOA dry storage area, and a façade along the transit area.

Occupancies will include A (Assembly) for the majority of the structure. The police substation will be classified as B (business). The design team has conducted two code review meetings with the Building and Inspection Division that have resulted in the various fire ratings of the building walls.

The existing parking garage consists of precast columns, shear walls and double-tees. The existing ring road is post-tensioned concrete. The structure will span beneath, adapting the roof assembly and providing for movement between these conditions. The construction type will be IIB, to match the existing mall construction, and occupancy separations will be provided between the transit facility and other uses on the south and north sides.

The design team has considered creative placemaking and public art, and incorporated opportunities within the design. A meeting is scheduled for early July to discuss with City staff.

The design team has considered the concept of pedestrian crossing of 24<sup>th</sup> Avenue South, resulting from master planning of the Adjoining Lands, in the design of the Transit Station project. A more detailed MOA Pedestrian Bridge Feasibility Study is resulting from that concept work and is being headed by MOA. The intent of the feasibility study is to ensure that Transit Station renovation does not preclude vertical circulation of the west side of 24<sup>th</sup> Avenue South at the Transit Station.

## **Structural**

The majority of the structural demolition to accommodate the new construction is not structural in nature except for the following four areas:

- The existing CIP concrete stairs and stair tower wall extend from grade level to the roof level. The stairs and landings from grade to Level 1 will be demolished and removed and the southeast, south and southwest walls at the grade level will be modified to open this area up. The remaining walls at the south east and southwest corners will be reinforced and enlarged to provide structural requirements.

- The existing steel framed composite concrete slab at Level 1 inside the mall will be demolished to create the floor opening for the escalator/stair construction and the elevator shaft. Some existing steel beams will be reinforced and steel beams will be added to support the modified beams and slabs.
- The existing escalators and stair in the existing station will be demolished and the floor opening at Level 1 of the parking structure will be infilled with reinforced concrete.
- The steel columns for the canopy frame at the busway entrance will be located on the outboard side of the existing parking ramp column.

The foundation walls adjacent to unheated areas will extend to 5' below grade for frost protection. The interior masonry walls will bear on shallow 2' x 1' strip footings. The footing supporting the elevator shaft will extend approximately 10' below grade to match the adjacent column footing for the mall. The escalator foundation will be a 2' x 3' grade beam straddling one of the existing mall footings. The maximum allowable net bearing pressure is 3,000 PSF.

The wall footings and the thickened stair walls will be reinforced 4,000 psi concrete. The grade slab in the station will be a 5" thick 3,000 psi concrete slab with thickened edges. All doors opening into an unconditioned space will have a concrete threshold with frost footings 5' deep.

The Transit Station walls will be a combination of 8" and 12" reinforced concrete masonry walls braced by and cantilevered above the grade slab and isolated from the parking ramp and ring road structure above the top of walls.

The glass store front along the south wall will bear on an 8" reinforced concrete masonry wall with 16" x 24" CMU pilasters (below grade) at structural column locations. The elevator shaft will be 8" reinforced masonry walls with bearing pockets for the modified steel floor framing at Level 1. Openings in masonry walls will have reinforced jambs and reinforced masonry headers.

The glass store front on the south wall of the station will be braced laterally by steel HSS 10" x 6" header beams supported at 15' o.c. by steel HSS 5" x 3" columns bearing on the masonry pilasters. The steel columns are braced laterally at the top by W6 steel beams spanning the lobby above the ceiling to the masonry walls. The steel columns extend to the top of wall to support a steel angle bracing the metal stud wall over the HSS 10" x 6" header beams.

A steel sub-roof structure will be constructed over the station area where it passes under the concrete ring road. The existing ring road will support metal decking sloping to a gutter.

The existing steel beam which will now support the top of the stair and escalators in the mall lobby will be reinforced and additional steel beams added to support the modified framing creating the new floor opening.

The canopy above the busway on the 24th Avenue South side of the existing parking structure will be supported by steel HSS frames bearing on W12 steel columns braced laterally by the parking structure.

## Electrical

The project will consist of selective demolition of electrical in a portion of the existing Transit Station, Barnes and Noble tenant space, Street Corners News tenant space, Guest Services space, Level 0 MOA loading dock, and Level 0 MOA Storage space. Additional selective demolition includes site electrical including ramp lighting, infra-red heaters, guard house, security gates, security barriers, and CCTV.

The existing Transit Station shall remain in operation during construction. After the new transit station is complete, demolish entire building, including all services. All connections will be removed back to source in Mall of America building.

The new Transit Station will be sub-fed from an existing Mall of America electric service. A new 277/480V, 3-phase, 4-wire feeder from existing Mall of America "Riser II" will provide electric service to the building. The electric service will feed a new circuit breaker main switchboard sized at approximately 1200A.

Normal power distribution will serve the 277/480V mechanical equipment loads, 277/480V panelboards, and 480V primary:120/208V secondary transformers throughout the building. Loads will also include the following: existing LRT platform pad mounted panel; existing LRT signal/communication bungalow; elevator, escalators, guard house at security gate, gates, to all power door openers; Metro Transit ticket kiosk, reader boards at bus platform and in transit station; all vending machines, refrigerators, microwaves, and other miscellaneous equipment located in driver's break area or police areas; infra-red heaters along bus platform with motion sensors for control; and to all loading dock equipment with service fed from existing MOA distribution equipment. Other require power requirements include fire protection equipment, access control systems, and other low voltage equipment.

The Mall of America has an existing generator system which will be used for emergency lighting and other emergency loads. Emergency circuits will be provided from the existing Mall building. Approximately 20% of light fixtures will connect to emergency circuits for egress lighting. Emergency circuits will be provided for fire alarm system equipment, fire/smoke dampers, and all power door operators in the path of egress.

Interior illumination shall be by dimming LED fixtures with electronic drivers. In addition, color changing LED node lighting strands will be provided behind the perforated metal panel ceilings in the Transit waiting/walk through areas, Transit waiting vestibules, Transit waiting canopy (exterior).

Exterior illumination shall be by LED fixtures with electronic drivers. General lighting in lower level of parking structure shall be MOA standard pendant mounted LED fixtures to match the existing light fixtures. Light fixtures are Lithonia #TLROC series. Supplement general lighting with 2" LED downlights mounted in the metal panel canopies located at the transportation platform locations to provide increased light levels on the transportation platforms. Illumination levels shall be consistent with existing parking structure and City of Bloomington Lighting Standards.

Building façade lighting will be provided to building façade metal panel layout and construction located on the east side of the parking ramp and entrance to the new Transit Station building. The front face of the façade will be illuminated by providing a continuous wall wash linear LED

fixture along the entire north vertical edge of the façade. The south edge of the façade will be backlit to provide a consistent illuminated region containing the Metro Transit and Mall of America signage. Color changing LED node lighting strands will be provided behind the perforated metal panel façade.

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

Transit Station Interior	30-40 fc
Transit Station Entrances	15-20 fc – below canopy at front of Transit Station.
Transit Gates	15-20 fc
LRT Platform	Existing to remain.
Parking Areas	Match existing fc levels - 5fc.
Defined walkways through parking	10 fc
New south drive entrance	15-20 fc
Above new security gates	15-20fc

### **Mechanical**

The existing plumbing fixtures and all associated plumbing piping for existing Transit Station shall be demolished. The existing RTU unit, controls, and all associated ductwork for existing Transit Station shall be demolished.

A new sanitary sewer system shall be installed and extended to the outside sanitary service for the public restrooms and driver break area. The police substation shall connect to existing sanitary system in the existing Transit Station.

Relocate existing above ground storm drain pipe drops along columns as required for new building. Civil will relocate or replace underground piping as required to meet code.

Extend domestic water from existing Transit Station. Civil will relocate existing underground piping to within 5 feet of the transit station and mechanical will extend from there into the building. Provide domestic cold water, hot water, recirculating hot water, sanitary waste and vent piping to new plumbing fixtures for police substation, public restrooms, and driver's breakroom restrooms. Provide one cold water, freeze proof hose bibb on each side of the building.

The HVAC system shall be a self-contained air conditioning system to serve the various zones

in the building. The air handling unit shall be variable volume with waterside economizer and electric heat. The approximate capacity is 15,000 CFM and 50 tons of cooling. The intake location for the outside air shall come from the second level of the parking ramp. The unit shall reject heat using a dry cooler with horizontal discharge located on the second level of the parking ramp. The main mechanical room shall have two base mounted pumps (primary and standby) to circulate condenser water between air handling unit and dry cooler. The condenser water shall contain 40% propylene glycol. Provide hydronic specialties associated with pumps and a glycol fill station for condenser loop.

The electric cabinet unit heaters will be provided in the vestibules and mechanical room. In floor hydronic heating will be provided in the through walk zone approximately 10,300 square feet.

Inline centrifugal exhaust fans serving each of the following areas: police substation restrooms, drivers break restrooms, and public restrooms and janitor's closet. Discharge through a sidewall louver on the North wall. The exhaust system to new bathroom near Guest Services into existing system in adjacent restroom.

All new equipment shall tie into a master controller in the Transit Station mechanical room. This controller shall tie into the MOA building automation system.

### **Fire Protection and Fire Alarm Systems**

The existing fire protection piping, sprinklers and associated equipment for existing Transit Station shall be demolished and prepare areas of the Mall to be remodeled.

One new wet fire protection system on a dedicated zone control shall be installed and provided throughout the new Transit Station. The new wet system will also include closely spaced sprinklers around the escalator opening per NFPA 13, Minnesota State Building and Fire Code, and Mall of America Code Analysis requirements. Existing dry system(s) within parking ramp shall be modified and extended as required for new Transit Station.

To supplement the required fire rating of the glass wall and door assemblies within the separation between the new transit station and the parking ramp to the South, the following additional sprinkler protection is required. Provide closely-spaced sprinklers spaced at 6'-0" on center on both sides of the new glass assemblies at the south wall of the new transit station, adjacent to the parking ramp. Closely-spaced sprinklers on the interior of the transit station to be supplied from the new wet system sprinkler zone. Closely-spaced sprinklers on the exterior of the transit station will be supplied from the existing/extended dry system(s) serving the parking ramp.

Additionally, new ceiling areas are proposed in bus loading areas that will require sprinkler protection to be added to protect below these ceilings. Protection above ceiling will need to remain or be added where existing protection is not currently installed.

The existing fire alarm devices, wiring, and associated conduit for the existing Transit Station shall be demolished and prepare areas of the Mall to be remodeled. The new Transit Station will be provided with a fire alarm and detection system. The system will be designed as an extension of the existing Mall system and designed in accordance with NFPA 72, Minnesota State Building and Fire Codes, and Mall of America Code Analysis. The fire alarm will be a

digital addressable system and will have emergency voice/alarm occupant notification system. The design of the system includes automatic detection for all areas, duct smoke detection for any new smoke or fire/smoke dampers and air handler unit shut down (if required), and monitoring of any new water flow switches or control valve tamper switches for the automatic sprinkler system. The new fire alarm system will be SimplexGrinnell to be compatible with the current Mall system.

**F. ZONING CODE ANALYSIS**

The project site is currently zoned as CX-2 Mixed Use Planned Development (PD), and the Airport Runway AR-17 Overlay. This project will renovate the existing Transit Station and transit facility. No changes to the City of Bloomington Zoning are required.

**G. PARKING ANALYSIS**

The project will modify employee and vendor parking at the MOA, with the most impact at Level 0 of the East Parking Ramp. According to the 2015 Mall of America Holiday Parking Study, dated March 11, 2016, the MOA has a total of 17,094 parking spaces. The East Parking Ramp has a total of 5,845 parking spaces, including the employee and vendor lots.

The existing parking on Level 0 of the East Ramp is not public parking, as it is accessed by MOA employees and vendors via the existing Gate 6 security checkpoint. The proposed project will not be adding public parking on Level 0. MOA employee parking is being reconfigured within the project area, and access will be via the proposed entrance from Killebrew Drive. The project will restore 2 parking spaces to public parking on Level 1 at the location of the existing dry cooler, immediately south of the transit station escalator building.

The proposed project does not generate more parking demand. A goal of the project with the MOA was not to reduce MOA employee and vendor parking. To achieve that goal, 21 parking spaces are proposed along the ring road adjacent to the lower level of the LL Bean anchor building. See the following summary:

	Existing Parking Spaces	Proposed Parking Spaces	Net Parking Loss
Green Lot	142	98	-44
Blue Lot	165	172	+7
Yellow Lot	45	44	-1
Management Lot	5	23	+18
LL Bean Ring Road	0	21	+21
Existing Dry Cooler	0	2	+2
<b>Total</b>	<b>357</b>	<b>364</b>	<b>+3</b>

The net parking impact of the project is 3 parking spaces gained.

Metro Transit is contemplating a second LRT platform located west of the existing platform. Among the many issues that this second LRT platform creates, it has an impact on the Level 0 MOA employee and vendor parking. It is anticipated that a potential future second LRT

platform will remove an additional 56 parking spaces.

The City of Bloomington has directed this project to provide no net loss of parking and consider parking impacts associated with the potential second LRT platform during that future potential project.

## **H. STORM WATER MANAGEMENT**

Most of this project is located under the MOA East Parking Ramp. The upper floors of the parking ramp drain to storm sewer and the lowest level of the ramp, Level 0, drains to the sanitary sewer. The proposed land disturbance of improvements outside the parking ramp will not exceed one acre and result in a decrease in the impervious surface area. The resulting storm water rate and volume would decrease. Section IV, 4A of the City of Bloomington Surface Water Management Plan does not apply to this project.

Area Impacted Outside the Parking Ramp	0.96 acres
Impervious Area before Project	0.67 acres
Impervious Area after Project	0.52 acres

Because the proposed land disturbance of improvements outside the parking ramp will not exceed one acre, the threshold for obtaining and NPDES General Storm Water Permit for Construction Activity (CSW Permit) will not be met, and therefore no CSW Permit will not be required. This has been confirmed by the MPCA.

Roof leaders for the East Parking Ramp will be rerouted within the proposed Transit Station and discharge to existing storm sewer below Level 0. The area drains at Level 0 will discharge to the sanitary sewer that is routed through a flammable waste trap.

There are a number of locations where storm sewer connections are proposed for catch basin modifications in 24<sup>th</sup> Avenue South and Killebrew Drive. These will require the construction of manholes over the existing large storm sewer. Catch basins will be 2x3 inlets.

All RCP and PVC storm sewer lines under the proposed Transit Station building will be excavated and replaced with new restrained joint DIP Class 52 pipe. Construction joints will be constructed at the material transitions.

## **I. UTILITIES**

### **1. Sanitary Sewer**

The proposed Transit Station 8” sanitary sewer service will connect to the existing 21” RCP sanitary sewer main in the northbound lanes of 24th Avenue South. An inspection manhole will be constructed just east of the building. The service will tie into an existing manhole in 24<sup>th</sup> Avenue South. This line may be horizontally directionally drilled.

All PVC sanitary sewer lines under the proposed Transit Station building will be excavated and replaced with new restrained joint DIP Class 52 pipe. Construction joints will be

constructed at the material transitions.

## **2. Watermain**

The domestic water and fire protection water that serve the existing Transit Station will be extended to the proposed Transit Station building. The existing 12" private watermain that is located under the proposed Transit Station building will be offset west and installed in a 24" steel casing pipe. 12" isolation gate valves will be installed on the north and south sides of this casing. An existing water service to the building will be removed. A new 3" domestic water service is required north of the proposed Transit Station building. Refer to mechanical.

An existing private fire hydrant located near the existing loading dock will need to be relocated to accommodate the construction of the proposed Transit Station building. A new tapping sleeve, tapping valve, 6" hydrant lead, and relocated hydrant assembly will be installed south of the current location in a parking island south of the new loading dock. There are currently no fire hydrants on the west side of 24<sup>th</sup> Avenue South or east of the LRT platform. The City has requested a public fire hydrant on the west side of 24<sup>th</sup> Avenue South near the busway entrance. This will prevent the Fire Department from running fire hose across 24<sup>th</sup> Avenue South in an event. This new hydrant will connect to existing 12" CIP watermain located in the northbound lanes. Modification of the utility easement may be required.

There are a number of places that overhead dry fire protection lines will need to be sleeved through the new walls of the proposed Transit Station.

## **3. Private Utilities**

The new Transit Station sub-fed from an existing Mall of America electric service, so coordination with Xcel Energy on a new service will not be required. The existing transformers on the south side of the East Ramp, adjacent to the new access point along Killebrew Drive, may require review with Xcel for location and depth of the primary underground distribution lines. A design coordination meeting with Xcel will be scheduled after 90% construction documents are prepared.

Other private communication and data utilities will be relocated from the existing Transit Station to the new Transit Station. There may be impacts to existing private utilities with the improvements in 24<sup>th</sup> Avenue South and Killebrew Drive. A design coordination meeting with CenturyLink, Comcast, CenterPoint, and other private utility companies that serve the area will be scheduled after 90% construction documents are prepared.

The existing Metro Transit private utility infrastructure for the Transit Station, bus gates, and LRT (both platform and LRT traction power, signal, and communication utilities) are being coordinated with the Metro Transit internal functional groups.

## **J. CONSTRUCTION PHASING**

The existing bus operations will be temporarily relocated to the existing MOA Employee Blue Lot, in the southeastern corner of the Level 0 parking ramp for the duration of the project. This relocation of bus operations will occur immediately upon commencement of construction, which

will allow the contractor to have almost complete access to all work areas on Level 0. Temporary pedestrian access routes will be provided from the existing transit station to the temporary bus gates. Temporary driver facilities will also be provided.

We anticipate that due to the timing of the project bidding, construction will commence in the winter months. Partial demolition of the existing transit station, and construction of the new transit station will commence upon notice to proceed, utilizing construction enclosures and heating, as necessary. The civil removals and new work will commence during the typical construction season. Once the new bus gates are substantially completed, bus operations will be permanently relocated to the new operations area, and the temporary facilities will be removed.

**K. ATTACHMENTS (to the Project Narrative)**

- Attachment A - Technical Memorandum - Metro Transit – MOA Transit Station Renovations Traffic Study, dated May 24, 2016

## **Attachment A**

Technical Memorandum  
Metro Transit – MOA Transit Station Renovations Traffic Study  
May 24, 2016

# DRAFT Technical Memorandum

**To:** Thomas Bowlin, PE  
City of Bloomington

**From:** Matthew Jensen, Project Manager, PE  
Emily Gross, Senior Engineer, PE

**Date:** May 24, 2016

**Subject:** Metro Transit – MOA Transit Station Renovations Traffic Study

## Introduction

As requested, a traffic study has been completed for the Mall of America (MOA) Transit Station project, which is generally located in the northwest quadrant of the Killebrew Drive/24th Avenue intersection in the City of Bloomington. Currently all transit buses and MOA commercial vehicles access the MOA via the security check-point at Gate 6, which is located on 24th Avenue between 82nd Street and Killebrew Drive. MOA employees can also access at Gate 6, but non-authorized vehicles are not permitted to use this access. As part of this study, alternative access locations for transit buses and/or MOA commercial vehicles/employees will be evaluated. The main objectives of the study are to review existing operations, evaluate potential traffic impacts of concept scenarios, and recommend improvements to ensure safe and efficient operations of the local roadway system. The following information provides the assumptions, analysis results, and study recommendations offered for consideration.

## Existing Conditions

The existing conditions were reviewed to establish a baseline to compare and better determine the traffic impacts of the build concept scenarios. The evaluation of existing conditions includes peak hour intersection turning movement counts, field observations, vehicle inspection service times, and an intersection capacity analysis.

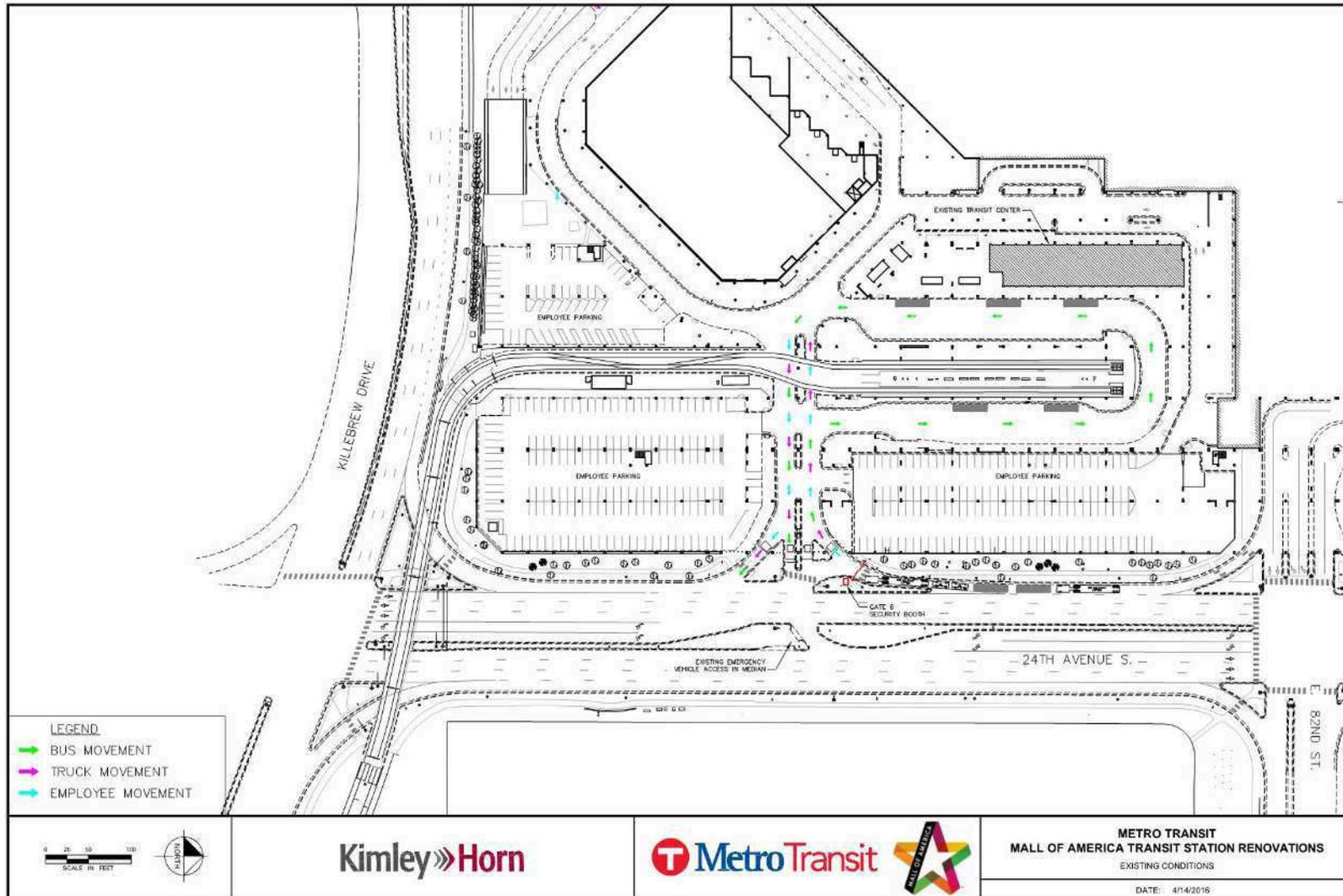
## EXISTING LAYOUT

As shown in Figure 1, Gate 6 is located on 24th Avenue between 82nd Street and Killebrew Drive and serves as the MOA security check-point location. The check-point is located on 24th Avenue and not internal to the site. Only authorized vehicles (transit buses and MOA commercial/employee vehicles) are permitted to enter at Gate 6. All rejected/errant vehicles are directed back onto 24th Avenue.

## DATA COLLECTION

Weekday p.m. and Saturday midday peak intersection turning movement counts were collected at the 24th Avenue/Gate 6 intersection on Tuesday, February 9, 2016 and Saturday, February 6, 2016. For use in the analysis, previously collected traffic volumes at the remaining study intersections of 24th Avenue/82nd Street, 24th Avenue/Killebrew Drive, and 22nd Avenue/Killebrew Drive were reviewed and adjusted accordingly based on the updated count information at the Gate 6 intersection.

Figure 1: Existing MOA Transit Station Layout



Vehicle type at Gate 6 were also collected. Currently, Gate 6 is used by transit buses and MOA commercial/employee vehicles. A summary of the entering vehicle count data during the weekday p.m., Saturday midday, and the delivery peak hours is shown in Table 1. The delivery peak hour (which occurs during the weekday a.m. peak period) was included since the peak count for MOA commercial/employee vehicles occur at this time. Traffic volumes on 24th Avenue and Killebrew Drive are significantly lower during the weekday a.m. peak period than during the weekday p.m. and Saturday midday peak periods. Therefore the weekday a.m. peak hour was not analyzed. It should be noted that all vehicles that were rejected (i.e. turned away) are also included in the table.

**Table 1. Entering Vehicles at Gate 6**

Vehicle Type	Weekday P.M. Peak Hour <sup>(1)</sup>	Saturday Midday Peak Hour <sup>(1)</sup>	Gate 6 Entering Peak Hour <sup>(1)</sup>
Bus	32	25	32
Commercial Vehicle	2	3	28
MOA Employees	16	81	85
Rejected Vehicles <sup>(2)</sup>	1	7	2
<b>Total Entering</b>	<b>50</b>	<b>109</b>	<b>145</b>

(1) Counts were collected on Tuesday, February 9, 2016 and Saturday, February 6, 2016

(2) Majority of rejected vehicles were errant passenger vehicles

Vehicle inspection service times at Gate 6 were also collected. Service time represents the time from when a vehicle arrives at the gate until the time the vehicle is cleared and able to enter the facility. This time does not include any time waiting in a queue. As shown in Table 2 the service times vary by vehicle type. These times were verified by data provided by the MOA as well as field observations. This information was used in the calibration of existing traffic operations model.

**Table 2. Gate 6 Vehicle Type Inspection Service Time**

Vehicle Type	Average Service Time (seconds)
Bus	9
Commercial Vehicle	63
Passenger Car	11

## FIELD OBSERVATIONS

Within the study area, 24th Avenue is generally a six-lane divided roadway with turn lanes. Currently traffic signals are located at all study intersections. The Blue Line LRT crosses 24th Avenue on the north approach of the Killebrew Drive intersection.

Observations were completed on Tuesday, February 9 during the a.m. and p.m. peak periods and on Saturday, February 6, 2016 during the midday peak period to identify queues, delays, and service times. Supplemental information and photos were also provided by the City of Bloomington. Based on a review of this data, southbound queues at the Gate 6 entrance occasionally extend to 82nd Street, and infrequently farther to the north. These southbound queues develop during the peak delivery time periods, which typically occurs during the weekday a.m. peak period. During the field observations collected for this study, southbound queues from Gate 6 did not extend more than four vehicles.

It should be noted that queues from the internal LRT crossing were observed to extend back to Gate 6. During the Saturday midday peak the internal queues from the LRT crossing prevented four passenger cars and four transit buses from entering. These queues were also observed during the weekday p.m. and prevented two passenger cars from entering.

**EXISTING ISSUES**

Transit buses, MOA commercial vehicles, and MOA employees enter via the same location. Commercial vehicles have significantly longer service times at the security check-point, which adds delay to transit buses and employees entering at Gate 6. This makes it difficult to provide consistent and reliable transit services.

During peak delivery time periods, Gate 6 queues on 24th Avenue have been observed to extend to 82nd Street and periodically extend mid-way to Lindau Lane. These queues impact traffic operations on 24th Avenue and adds delay to vehicles waiting to access Gate 6.

Commercial vehicles accessing the internal MOA roadway need to cross the Blue Line LRT tracks internal to the site. This occasional results in internal queues extending into Gate 6. These internal queues also block buses from exiting at Gate 6.

**INTERSECTION TRAFFIC OPERATIONS**

An operations analysis was conducted to determine how traffic operates at the study intersections under existing conditions. PTV Vissim (Version 8.00-09) was used to provide a consistent analysis tool between existing and future conditions, and Vissim is a good tool to analyze LRT operations and scenarios where service times vary by vehicle type.

Results of the weekday p.m. and Saturday midday peak hours shown in Table 3 indicate that all study intersections currently operate at acceptable levels of service except at the 22nd Avenue/Killebrew Drive intersection during the Saturday midday peak hour which operates at LOS E. Since the MOA Transit Station project is not expected to significantly impact traffic operations at the 22nd Avenue/Killebrew Drive intersection, no mitigation was assumed as part of this study. However, the City of Bloomington and SRF are currently working on the South Loop District Traffic Study Update. This study will identify if mitigation is needed and if so what improvements should be implemented.

**Table 3. Existing Peak Hour Capacity Analysis**

Vehicle Type	Weekday P.M. Peak Hour		Saturday Midday Peak Hour		Gate 6 Entering Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
24th Avenue/82nd Street	B	15 sec.	B	19 sec.	C	28 sec.
24th Avenue/Gate 6	A	4 sec.	A	3 sec.	C	30 sec.
24th Avenue/Killebrew Drive	C	32 sec.	C	34 sec.	C	32 sec.
22nd Avenue/Killebrew Drive	C	22 sec.	E	61 sec.	C	22 sec.

Consistent with field observations collected for this study during the peak hours, southbound queues at Gate 6 did not extend to 82nd Street (max queues were three to four vehicles). In addition an average bus delay at Gate 6 was found to be 22 seconds during the weekday p.m. and 28 seconds during the Saturday midday peak. Detailed traffic operations for the existing traffic operations analysis are provided in the appendix.

To replicate a scenario where Gate 6 southbound entrance queues extend to 82nd Street, the Gate 6 entrance counts during the weekday p.m. peak hour scenario were modified to match the peak Gate 6 count. During the traffic simulation under this scenario, southbound queues at Gate 6 were observed to extend to 82nd Street and the average bus delay at Gate 6 was 242 seconds (approximately four minutes). Since this is the scenario that this project is intended to mitigate, the build analysis was tested based on this higher volume set.

## Concept Review

One of the primary goals of this project is to separate the Metro Transit buses from the MOA commercial/employee vehicles. As mentioned under existing conditions, currently transit buses and MOA commercial/employee vehicles access at the same locations and go through the same security check-point. If buses were separated from other MOA vehicles this would reduce the delay and provide more reliable and consistent service.

A concept was developed as part of the MOA Transit Station Master Planning work. As shown in Figure 2, the Master Plan concept provides a transit only access on 24th Avenue between 82nd Street and the existing Gate 6. A separate authorized MOA only access for commercial vehicles/employees is provided on 24th Avenue between Gate 6 and Killebrew Drive. The existing Gate 6 access is reconfigured to exit only under this concept.

This study reviewed the proposed Master Plan concept from a design feasibility perspective, and application of additional site and survey data. While the MOA Master Plan concept met many of the project goals, it was determined that the LRT clearance heights needed for the MOA delivery access are not sufficient. The existing OCS contact wire height is 13'-8" near the fascia beam at the south end of the MOA parking ramp. A 14'-6" clearance requirement is needed for overhead physical obstructions and a minimum OCS contact wire height of 16'-0" is required to satisfy NESC electrical clearances. It was further determined that lowering the LRT tracks to provide the needed height was not a feasible option. Therefore, this concept was dismissed from further review. To meet the LRT clearance heights, alternative access locations for MOA commercial vehicles were evaluated and are discussed in the next section.

Concepts were evaluated based on the peak Gate 6 entrance count scenario. Since entering/exiting volume into the MOA Transit Station area is not expected to significantly increase, traffic volumes were not adjusted. However, year 2030 traffic volumes published from previous studies in the South Loop area were considered when evaluating concept alternatives (existing and year 2030 traffic volumes are provided in the appendix). As previously mentioned, the City of Bloomington and SRF are currently working on the South Loop District Traffic Study Update. Results from this study may impact future intersection design on 24th Avenue and/or Killebrew Drive.



Development of the MOA Transit Station concepts was an iterative process that took into consideration design feasibility and impacts to traffic on 24th Avenue and Killebrew Drive. The focus of this technical memorandum is to identify traffic impacts to the external roadway network.

## **PRELIMINARY CONCEPTS**

Four preliminary concepts were evaluated to determine where access should be located and the general internal circulation. These concepts were evaluated with project staff as well as the MOA and City of Bloomington. A few modifications are consistent for all four preliminary concepts including the location of the transit station/bus loading area, removal of the channelized eastbound right-turn at the 24th Avenue/82nd Street intersection, and the new transit only access on 24th Avenue between 82nd Street and the existing Gate 6 intersections.

### **Concept A**

Concept A (shown in Figure 3) proposes to provide a transit only access on 24th Avenue between 82nd Street and Gate 6. Authorized MOA commercial/employee vehicles would enter via a new security check point near the 22nd Avenue/Killebrew Drive intersection. The existing Gate 6 intersection would be reconfigured to exit only.

Under Concept A, MOA commercial and employee vehicles waiting at the security gate will queue into the internal roadway system. These queues will block access for vehicles exiting the MOA East Parking Ramp. There is also the potential for these queues to frequently extend into the 22nd Avenue/Killebrew Drive intersection. Storage of vehicles on Killebrew Drive waiting to access the security check point would impact traffic operations on Killebrew Drive. This location would also be challenging to properly and safely accommodate rejected vehicles. Rejected vehicles would likely need to travel through the MOA internal network which poses of significant security risk concern for the MOA.

***Concept A was removed from further consideration. No detailed traffic operational analysis was conducted on this option.***

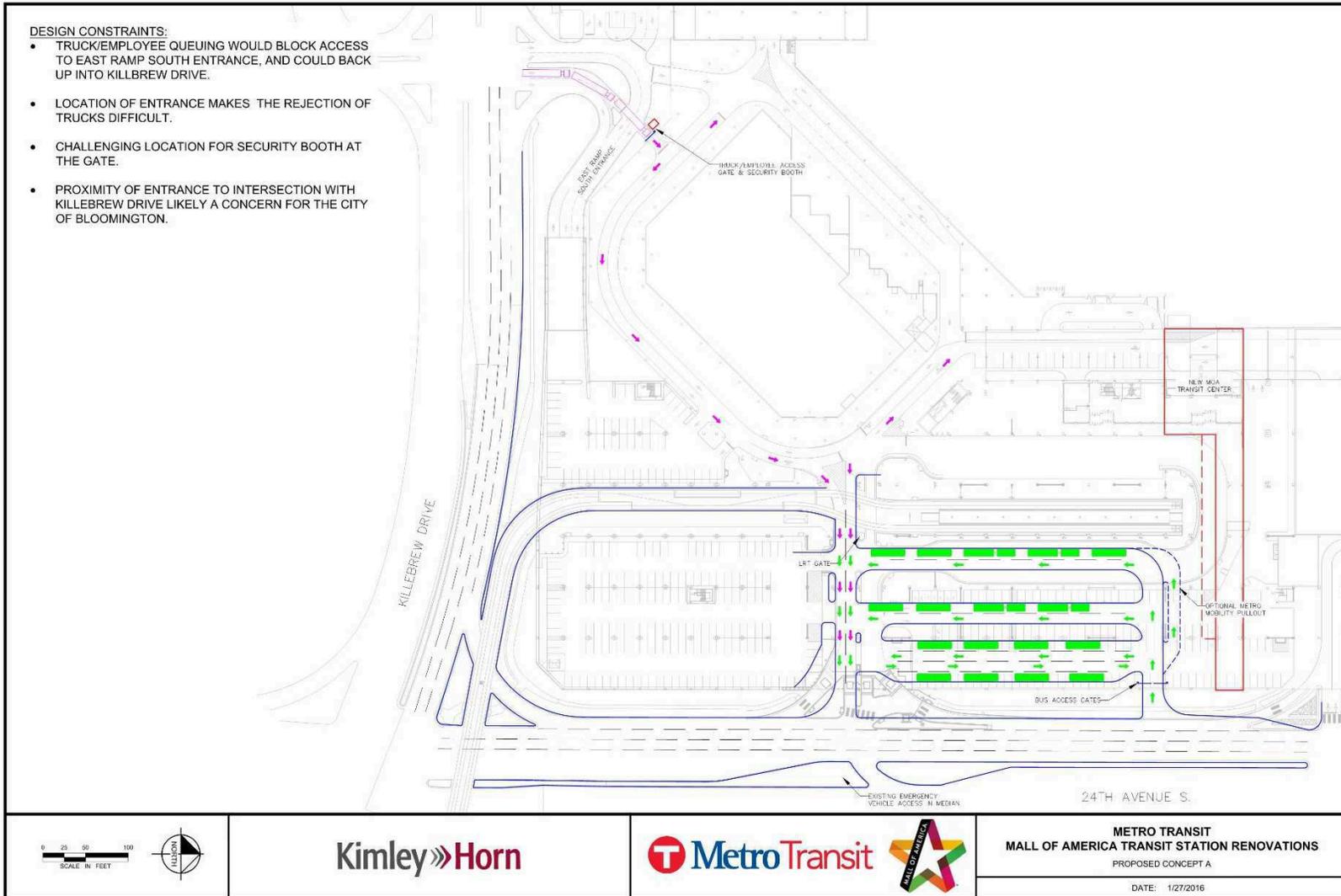
### **Concept B**

Concept B (shown in Figure 4) proposes to provide a transit only access on 24th Avenue between 82nd Street and Gate 6. Authorized MOA commercial/employee vehicles would enter via a new security check point access just south of where vehicles currently access at Gate 6. The existing Gate 6 intersection would be reconfigured to exit only.

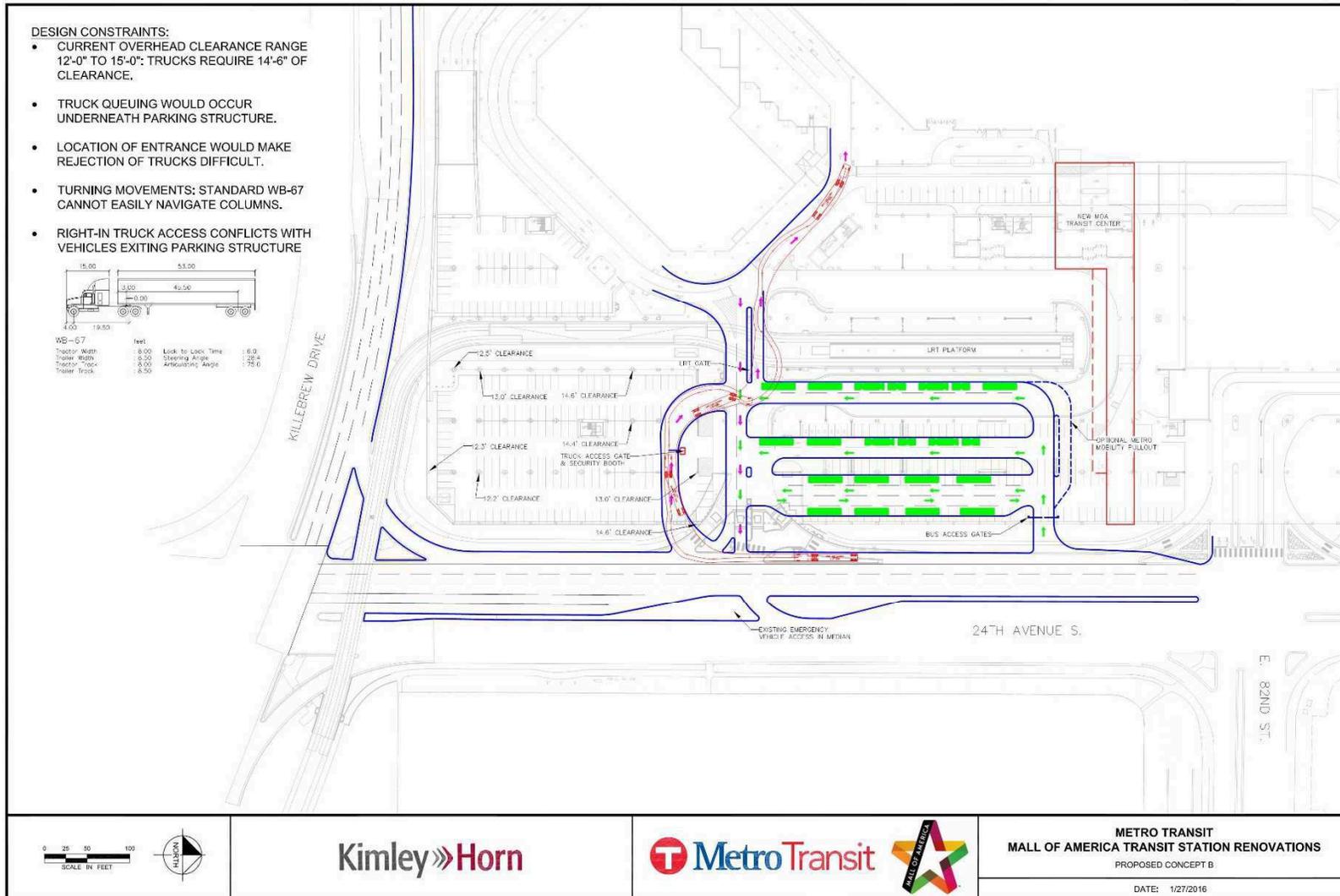
Under Concept B, the security check-point is located internal to the site. There is only space for one lane of storage internally for MOA commercial/employee vehicles going through the security check point. Queues from vehicles waiting to access, will extend onto 24th Avenue and likely block vehicles exiting at Gate 6. Once through the security check point, commercial vehicle turning radius paths cannot easily navigate the columns. This location would also be challenging to properly and safely accommodate rejected vehicles.

***Concept B was removed from further consideration. No detailed traffic operational analysis was conducted on this option.***

**Figure 3: MOA Transit Station – Concept A**



**Figure 4: MOA Transit Station – Concept B**



**Concept C**

Concept C (shown in Figure 5) proposes to provide a transit only access on 24th Avenue between 82nd Street and Gate 6. Authorized MOA commercial/employee vehicles would enter via a new security check point access on Killebrew Drive approximately 300 feet west of 24th Avenue. The MOA commercial/employee access will provide two lanes of storage internally. However, it is assumed that only one security guard would be present so both lanes are not checked concurrently under this scenario. The existing Gate 6 intersection would be reconfigured to exit only.

A traffic operations analysis was conducted on this alternative to better understand the impact to the local roadway network. The weekday Gate 6 entering peak hour traffic volume set was used to evaluate Concept C since this is the scenario that this project is intended to mitigate. Results of the traffic operations analysis shown in Table 4 indicate that all intersections will continue to operate at an acceptable level of service, with negligible impacts to traffic operations at the 24th Avenue/Killebrew Drive and 22nd Avenue/Killebrew Drive intersections. With the removal of the security check point at Gate 6, the 24th Avenue/82nd Street and 24th Avenue/Gate 6 intersections will operate better than existing conditions (under the peak Gate 6 count scenario). It should be noted that the average bus delay is also provided in Table 4. This analysis assumed that the buses would have a similar inspection service time as was observed under existing conditions.

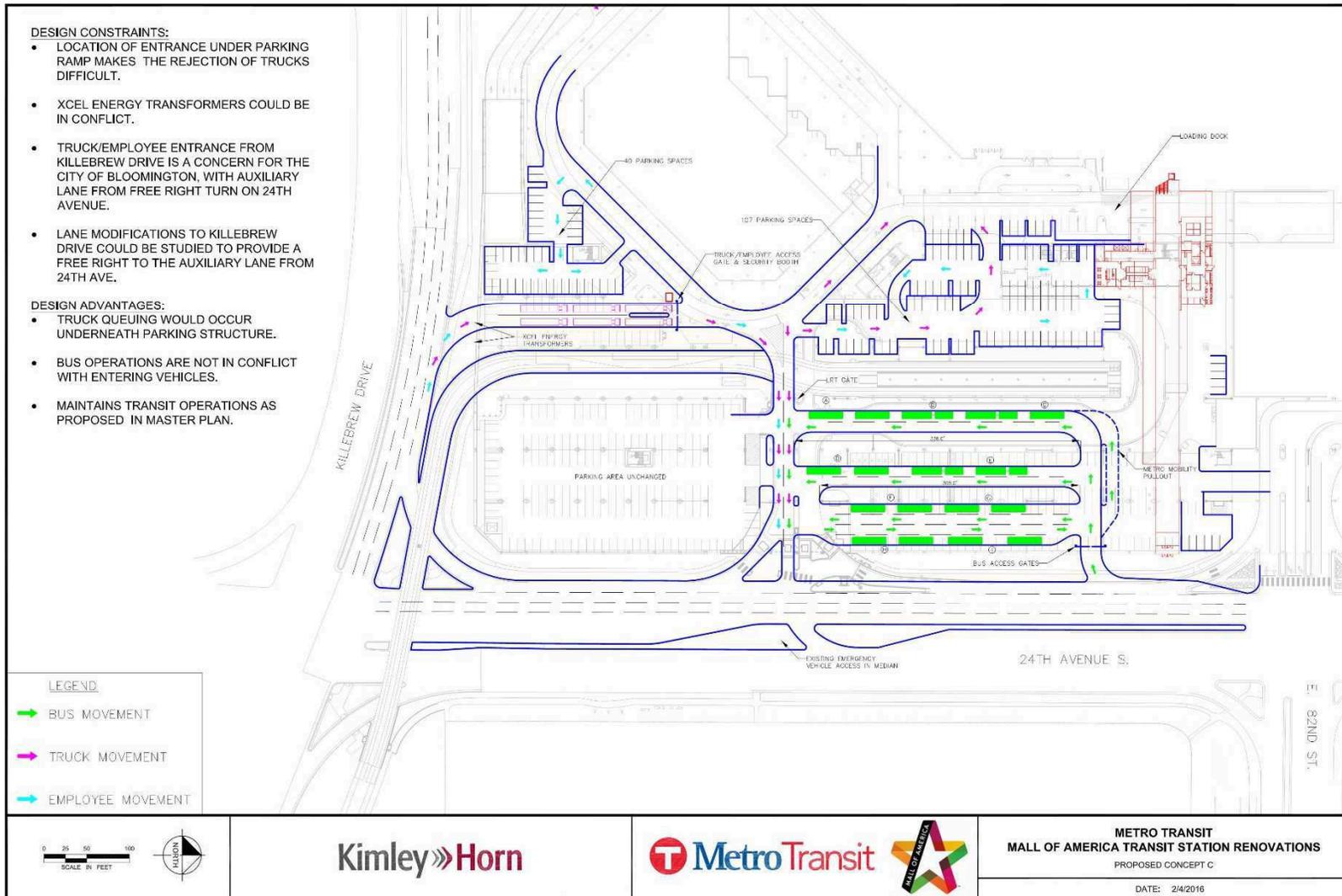
**Table 4. Concept C Gate 6 Entering Peak Hour Capacity Analysis**

Vehicle Type	Gate 6 Entering Peak Hour	
	LOS	Delay
24th Avenue/82nd Street	B	15 sec.
Average Bus Delay at 24th Avenue Access	B	18 sec.
24th Avenue/Gate 6	A	4 sec.
24th Avenue/Killebrew Drive	C	31 sec.
22nd Avenue/Killebrew Drive	C	22 sec.

This concept provides many benefits from a traffic operations perspective, including:

- Bus Evaluation
  - Bus delay decreases from 242 seconds/bus to 18 seconds/bus.
  - Buses do not cross LRT tracks.
  - Exiting/circulating buses do not conflict with entering vehicles.
  - Southbound right-turn into new bus access has adequate storage.
    - Some deceleration of buses will occur in thru lane on 24th Avenue.
- MOA commercial/employee vehicle access
  - MOA commercial/employee vehicles do not cross internal LRT tracks on entry.
    - MOA delivery vehicles cross LRT tracks at Killebrew Drive/24th Avenue.

**Figure 5: MOA Transit Station – Concept C**



- Adequate storage to accommodate queues internally.
  - Max queues during Gate 6 enter peak hour entering conditions range from 175 to 200 feet (230 feet of storage provided for each lane).
- Ability to service two commercial/employee vehicles concurrently if needed.
- Minor increase in southbound right-turn delay (2 sec.) at Killebrew Drive/24th Avenue from additional commercial/employee vehicles making this movement

Concerns from a traffic perspective are listed below:

- MOA commercial/employee vehicle access
  - Rejected vehicles need to circulate internally. This poses a security risk concern to MOA; significant modifications would be needed to enhance security of building.
  - Errant vehicles may enter at either the transit access on 24th Avenue or MOA authorized access on Killebrew Drive.
    - Since the check points are not on-street and are internal to the site, additional consideration is needed to determine how security handles vehicles that unintentionally enter these access points.
  - Delivery vehicles making a right-turn into the new MOA authorized access on Killebrew Drive will need to decelerate in the lane to make the turn.
    - Access is provided from the westbound auxiliary/acceleration lane, which is an add-in lane from the free southbound right-turn at the 24th Avenue/Killebrew Drive intersection. Vehicles currently can make this turn at higher speeds. There are also some sight distance issues.

In order to address the concerns, refined/modified Concept C options were evaluated. These options considered modifying the southbound free-right turn at the 24th Avenue/Killebrew Drive intersection to be for MOA authorized vehicles only and moving all other southbound right-turning vehicles to the make the turn at the intersection. In addition, an on-street security check-point on Killebrew Drive was considered to better handle rejected vehicles and the MOA security concerns. However, these concepts were removed from further consideration after discussion with City staff for the following reasons:

- Based on discussions with City staff, for both the Killebrew Drive internal and the on-street security check-point concepts, the free southbound free right-turn needs to be maintained at the 24th Avenue/Killebrew Drive intersection to provide for free flow traffic conditions during gate closure days (i.e. this right-turn cannot be signalized and cannot be exclusive to MOA authorized vehicles only).
- It should also be noted that the general public has been programmed to use this movement as a free right for more than 20 years. It would be difficult to restrict or prevent use of the free right turn if this movement were no longer free.

- Under the Killebrew Drive on-street check-point concept alternative:
  - Assuming the free right-turn movement is maintained, southbound vehicles are directed into an add-lane which leads to the on-street security access. There is not sufficient storage available between the proposed on-street security check point on Killebrew Drive and the southbound free right-turn for vehicles to safely weave out of the security check point queueing lane.
  - Queues from the proposed on-street security check point access are expected to extend beyond/onto the LRT tracks. City staff is not comfortable with the safety implications of these queues. Additional signage/signal timing modifications were discussed, however with City staff's previous comment that the free-right needs to be maintained for all modes of traffic, the Killebrew Drive on-street configuration was determined not to be feasible.

**Concept C was recommended for further consideration.**

**Concept D**

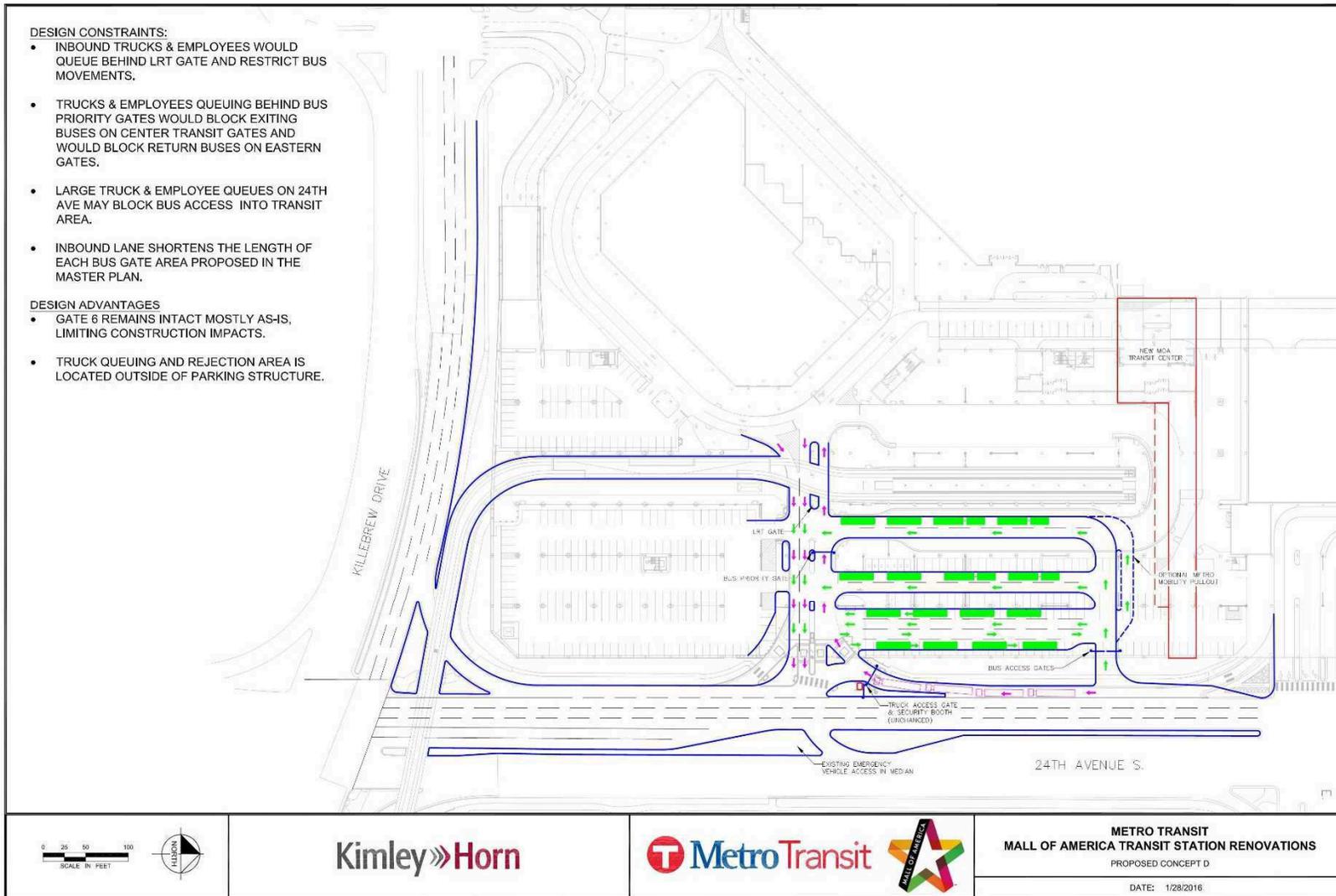
Concept D (shown in Figure 6) proposes to provide a transit only access on 24th Avenue between 82nd Street and Gate 6. Authorized MOA commercial/employee vehicles would enter at the current Gate 6 location.

A traffic operations analysis was conducted on this alternative to better understand the impact to the local roadway network. The weekday Gate 6 entering peak hour traffic volume set was used to evaluate Concept D since this is the scenario that this project is intended to mitigate. Results of the traffic operations analysis shown in Table 5 indicate that all intersections will continue to operate at an acceptable level of service, with negligible impacts to traffic operations at the 24th Avenue/Killebrew Drive and 22nd Avenue/Killebrew Drive intersections. With the removal of the security check point at Gate 6, the 24th Avenue/82nd Street and 24th Avenue/Gate 6 intersections will operate better than existing conditions (under the peak Gate 6 count scenario). It should be noted that the average bus delay is also provided in Table 5. This analysis assumed that the buses would have a similar inspection service time as was observed under existing conditions.

**Table 5. Concept D Gate 6 Peak Hour Capacity Analysis**

Vehicle Type	Gate 6 Entering Peak Hour	
	LOS	Delay
24th Avenue/82nd Street	B	17 sec.
Average Bus Delay at 24th Avenue Access	B	18 sec.
24th Avenue/Gate 6	A	3 sec.
24th Avenue/Killebrew Drive	C	32 sec.
22nd Avenue/Killebrew Drive	C	22 sec.

**Figure 6: MOA Transit Station – Concept D**



This concept provides many benefits from a traffic operations perspective, including:

- Bus Evaluation
  - Bus delay decreased from 242 seconds/bus to 21 seconds/bus.
  - Buses do not cross LRT tracks.
  - Southbound right-turn into new bus access has adequate storage.
    - Some deceleration of buses will occur in thru lane on 24th Avenue.
- MOA commercial/employee vehicle access
  - Dedicated turn lane/deceleration lane for delivery vehicles to enter facility.
  - Vehicle rejection can occur on-street; vehicles would not need to circulate internally.

Some of the concerns from a traffic perspective are listed below:

- MOA commercial/employee vehicle access
  - Max southbound queues from Gate 6 extend to the bus access, preventing buses from entering.
  - Delivery vehicles cross LRT tracks within facility.
- Bus Evaluation
  - Two way traffic at Gate 6 increases the number of conflict points and increases the delay for buses exiting the Transit Station
  - Delivery vehicles queuing at the LRT track will block buses from circulating to exit

***Concept D was removed from further consideration.***

## **Proposed Concept**

Based on a review of the preliminary concepts, Concept C was selected for further development. Additional site and survey data was provided to modify the concept based on design feasibility and constructability. The project team worked with the MOA and City of Bloomington to address concerns identified under the preliminary concept review. Modifications to the preliminary Concept C to develop the preferred concept include:

- Removal of the westernmost southbound through lane on 24th Avenue.
  - Improves the sight distance and reduces the turning speed for vehicles making a southbound right-turn at the 24th Avenue/Killebrew Drive intersection.
  - Provides space for a drop-off only and bus bridge pullout location on 24th Avenue between the bus access and Gate 6.
- Bus access has been modified based on the grade change.
  - It is assumed that technology will be added at the bus access gate so that the gates will be open prior to the bus arriving. For purposes of the traffic analysis, the inspection service time delay for transit buses accessing at this location was assumed to be zero seconds.

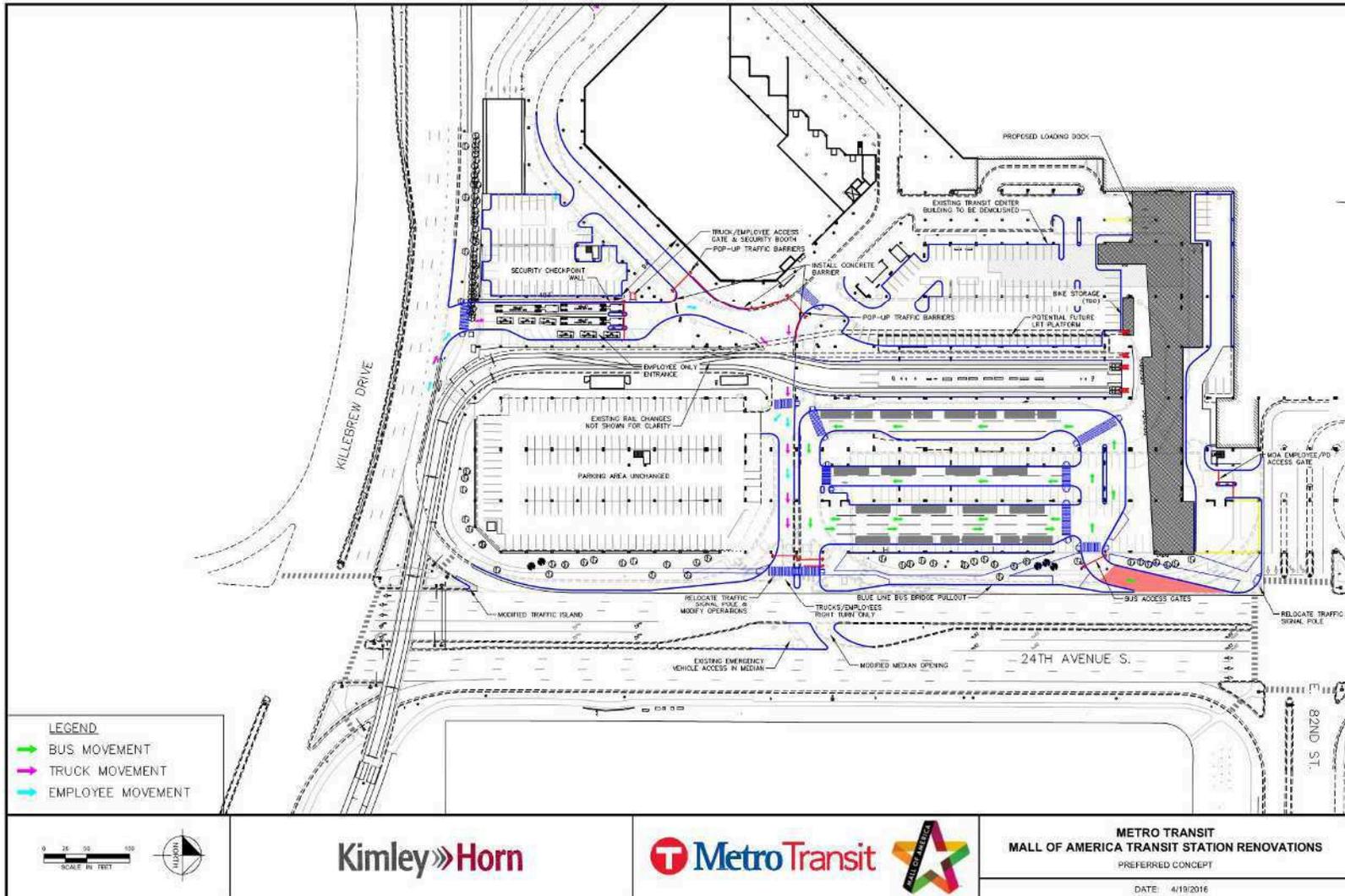
- It should be noted that a test was completed to determine the traffic impacts if no technology is added or there is a technical issue at the gate. Assuming an average bus service time of nine (9) seconds (existing), the average delay is approximately 20 seconds and the max queue is estimated to be 45 feet.
- Complete separation of transit buses and MOA commercial/employee vehicles.
  - Transit buses will exit from a bus-only lane at the 24th Avenue/Gate 6 intersection. Buses would be permitted to make both a left-turn to northbound 24th Avenue and a right-turn towards southbound 24th Avenue.
  - MOA commercial/employee vehicles exiting will not be permitted to make a left-turn; all vehicles will make a right-turn to southbound 24th Avenue.
- The security check-point is located closer to the Killebrew Drive for security reasons. To provide sufficient storage for MOA commercial/employee vehicles, three storage lanes are provided (a total of 500 feet of internal storage provided – western and center lane provide approximately 180 feet of storage and the eastern employee only lane provides approximately 140 feet of storage..
  - MOA employees will be able to access via a card reader, which decreases the delay employee vehicles will experience at the security check point and reduces internal queues.
  - For purposes of the traffic analysis, one MOA staff was assumed to be located at the security check point. There is opportunity to service two commercial vehicles concurrently if needed, but it would require more than one security check-point staff.
  - Queues at the security check-point are not expected to extend to Killebrew Drive.

A traffic operations analysis was conducted for the preferred alternative shown in Figure 7. Once again the weekday Gate 6 entering peak hour traffic volume set was used for evaluation. Results of the traffic operations analysis shown in Table 6 indicate that all intersections will continue to operate at an acceptable level of service, with negligible impacts to traffic operations at the 24th Avenue/Killebrew Drive and 22nd Avenue/Killebrew Drive intersections. It should be noted that the average bus delay is also provided in Table 6.

**Table 6. Preferred Concept Gate 6 Entering Peak Hour Capacity Analysis**

Vehicle Type	Gate 6 Entering Peak Hour	
	LOS	Delay
24th Avenue/82nd Street	B	15 sec.
Average Bus Delay at 24th Avenue Access	A	1 sec.
24th Avenue/Gate 6	A	5 sec.
24th Avenue/Killebrew Drive	C	32 sec.
22nd Avenue/Killebrew Drive	C	22 sec.

Figure 7: MOA Transit Station – Preferred Concept



## Conclusions

Based on the traffic operations analysis, the following study summary and conclusions are offered for consideration:

### EXISTING

- Transit buses, MOA delivery vehicles, and MOA employees enter via the same location (Gate 6). Delivery vehicles have significantly longer service times at the security check-point, which adds delay to transit buses and employees entering at Gate 6. This makes it difficult to provide consistent and reliable transit services.
- During peak delivery time periods, Gate 6 queues on 24th Avenue have been observed to extend to 82nd Street and outside this study these queues have been observed to extend past 82nd Street. These queues impact traffic operations on 24th Avenue and adds delay to vehicles waiting to access Gate 6.
- Inbound MOA delivery trucks accessing the internal MOA roadway need to cross the Blue Line LRT tracks internal to the site. This occasional results in internal queues extending into Gate 6. These internal queues also block buses from exiting at Gate 6 and can create queuing onto 24th Avenue.

### CONCEPT EVALUATION

- The Master Plan concept was evaluated from a design feasibility perspective and found to not be a constructible option due to the LRT clearance heights needed for MOA delivery trucks. This concept was dismissed from further review.
- The project team developed four preliminary concept alternatives (A-D) for evaluation. These concepts proposed alternative access locations for the MOA commercial/employee vehicles.
  - Under all preliminary concepts that the transit bus services was relocated to provide a transit only access on 24th Avenue between 82nd Street and the existing Gate 6 intersections.
- Based on input provided by the project team, MOA, and City of Bloomington, preliminary Concept C was selected for further development. In general, Concept C proposes a new MOA commercial/employee access on Killebrew Drive approximately 300 feet west of 24th Avenue.
  - This concept was selected because it completely separates transit bus and MOA commercial/employee vehicles internal to the site. This significantly improves bus operations and reliability.
- The preferred concept is shown in Figure 7.

# APPENDIX

**\_2016\_PM\_Existing**  
**MOA Transit Station**  
**Arterial MOEs (P.M. Peak)**



**Killebrew Dr/22nd Ave**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	218	37	215	33.6	C	26.1	C	22.0	C
	Thru	12	37	214	38.4	D				
	Right	93	9	155	7.1	A				
Southbound	Left	73	17	181	33.8	C	14.4	B		
	Thru	10	17	178	34.7	C				
	Right	304	1	60	9.1	A				
Eastbound	Left	211	26	109	33.9	C	24.1	C		
	Thru	224	21	113	26.1	C				
	Right	112	0	30	1.6	A				
Westbound	Left	116	16	123	28.1	C	22.6	C		
	Thru	470	29	145	24.8	C				
	Right	86	0	31	3.5	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
223	218	-5
12	12	0
90	93	3
74	73	-1
11	10	-1
304	304	0
209	211	2
224	224	0
117	112	-5
120	116	-4
471	470	-1
89	86	-3

**Killebrew Dr/24th Ave**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	100	30	102	74.8	E	28.1	C	32.0	C
	Thru	237	22	115	31.1	C				
	Right	202	0	0	1.5	A				
Southbound	Left	9	2	25	57.8	E	23.7	C		
	Thru	356	38	222	30.0	C				
	Right	247	22	230	13.4	B				
Eastbound	Left	109	29	103	68.7	E	27.7	C		
	Thru	69	12	59	41.5	D				
	Right	212	0	0	2.1	A				
Westbound	Left	470	81	302	50.1	D	42.7	D		
	Thru	328	32	125	34.9	C				
	Right	27	1	24	10.3	B				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
103	100	-3
243	237	-6
197	202	5
8	9	1
362	356	-6
251	247	-4
108	109	1
70	69	-1
210	212	2
483	470	-13
326	328	2
27	27	0

**24th Ave/Transit Station**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Thru	371	1	56	1.9	A	2.6	A	3.5	A
Southbound	Thru	570	3	95	3.2	A	4.5	A		
	Right	48	0	0	0.6	A				
Eastbound	Left	35	8	63	31.2	C	16.9	B		
	Right	32	0	7	1.3	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
378	371	-7
583	570	-13
50	48	-2
35	35	0
38	32	-6

**24th Ave/82nd St**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	46	11	59	52.8	D	13.8	B	15.3	B
	Thru	343	8	107	9.0	A				
	Right	14	0	0	1.4	A				
Southbound	Left	24	5	40	45.1	D	4.9	A		
	Thru	536	5	103	4.5	A				
	Right	328	0	28	2.6	A				
Eastbound	Left	287	50	189	47.2	D	41.8	D		
	Thru	8	2	24	47.3	D				
	Right	41	0	7	3.6	A				
Westbound	Left	45	14	74	48.3	D	24.0	C		
	Thru	9	3	29	54.2	D				
	Right	61	0	15	1.5	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
47	46	-1
351	343	-8
15	14	-1
23	24	1
545	536	-9
341	328	-13
286	287	1
7	8	1
43	41	-2
45	45	0
10	9	-1
62	61	-1

**24th Ave/Lindau Ln**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	53	14	60	56.0	E	7.4	A	9.7	A
	Thru	630	4	90	3.3	A				
	Right	1	0	0	0.6	A				
Southbound	Left	13	4	37	58.1	E	7.2	A		
	Thru	811	19	172	8.6	A				
	Right	295	0	0	1.0	A				
Eastbound	Left	135	26	95	46.6	D	29.8	C		
	Thru	4	1	17	42.9	D				
	Right	80	0	0	0.6	A				
Westbound	Left	1	1	9	51.3	D	10.9	B		
	Thru	8	2	24	58.3	E				
	Right	43	0	15	1.1	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
56	53	-3
642	630	-12
1	1	0
15	13	-2
827	811	-16
285	295	10
137	135	-2
3	4	1
80	80	0
2	1	-1
9	8	-1
44	43	-1

**Gate 6 Buses**

Volume (buses/hr)	Delay (sec/bus)
32	22.2

**\_2016\_SAT\_Existing**  
**MOA Transit Station**  
**Arterial MOEs (Saturday MD Peak)**



**Killebrew Dr/22nd Ave**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	172	81	299	69.8	E	56.1	E	60.6	E
	Thru	26	80	300	71.5	E				
	Right	89	38	241	25.3	C				
Southbound	Left	313	671	1,084	106.2	F	106.0	F		
	Thru	24	671	1,084	135.1	F				
	Right	737	481	1,087	105.0	F				
Eastbound	Left	407	52	194	42.6	D	29.9	C		
	Thru	538	50	266	25.1	C				
	Right	90	0	17	1.3	A				
Westbound	Left	45	13	83	52.2	D	32.9	C		
	Thru	387	38	165	40.1	D				
	Right	141	3	76	6.7	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
180	172	-8
26	26	0
86	89	3
350	313	-37
28	24	-4
832	737	-95
402	407	5
540	538	-2
92	90	-2
47	45	-2
386	387	1
142	141	-1

**Killebrew Dr/24th Ave**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	134	26	106	47.8	D	32.5	C	33.7	C
	Thru	183	21	100	36.7	D				
	Right	89	0	0	1.0	A				
Southbound	Left	17	3	36	42.9	D	23.6	C		
	Thru	202	45	304	39.6	D				
	Right	370	34	315	14.0	B				
Eastbound	Left	579	122	545	61.2	E	42.3	D		
	Thru	174	13	80	21.7	C				
	Right	183	0	0	2.1	A				
Westbound	Left	81	11	62	29.4	C	24.6	C		
	Thru	67	7	46	27.7	C				
	Right	35	1	26	7.4	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
132	134	2
185	183	-2
90	89	-1
15	17	2
195	202	7
380	370	-10
604	579	-25
180	174	-6
192	183	-9
85	81	-4
63	67	4
37	35	-2

**24th Ave/Transit Station**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Thru	795	2	79	1.9	A	2.8	A	3.2	A
Southbound	Thru	539	2	109	4.5	A	4.8	A		
	Right	76	0	0	0.4	A				
Eastbound	Left	20	5	67	29.3	C	13.0	B		
	Right	35	0	23	3.7	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
826	795	-31
557	539	-18
81	76	-5
22	20	-2
33	35	2

**24th Ave/82nd St**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	108	22	103	53.7	D	14.4	B	19.1	B
	Thru	545	12	163	10.0	B				
	Right	162	0	16	2.8	A				
Southbound	Left	0	-	-	-	A	7.2	A		
	Thru	445	11	144	9.8	A				
	Right	444	2	115	4.6	A				
Eastbound	Left	319	60	274	49.4	D	41.3	D		
	Thru	60	14	62	50.8	D				
	Right	87	0	23	5.1	A				
Westbound	Left	100	33	126	56.1	E	48.1	D		
	Thru	20	6	36	59.1	E				
	Right	22	0	11	1.4	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
111	108	-3
569	545	-24
168	162	-6
1	0	-1
450	445	-5
453	444	-9
320	319	-1
59	60	1
87	87	0
101	100	-1
20	20	0
24	22	-2

**24th Ave/Lindau Ln**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	109	24	97	55.0	D	10.7	B	13.3	B
	Thru	770	7	115	4.5	A				
	Right	7	0	0	0.6	A				
Southbound	Left	9	3	28	53.7	D	8.8	A		
	Thru	762	28	210	11.3	B				
	Right	306	0	0	1.0	A				
Eastbound	Left	217	40	137	49.6	D	32.1	C		
	Thru	10	2	27	44.6	D				
	Right	126	0	0	0.9	A				
Westbound	Left	3	1	13	48.0	D	35.8	D		
	Thru	11	4	34	57.4	E				
	Right	8	0	6	1.6	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
113	109	-4
793	770	-23
7	7	0
11	9	-2
773	762	-11
295	306	11
221	217	-4
10	10	0
128	126	-2
3	3	0
13	11	-2
8	8	0

**Gate 6 Buses**

Volume (buses/hr)	Delay (sec/bus)
25	27.7

**\_2016\_PM\_Existing w/Peak Deliveries**  
**MOA Transit Station**  
**Arterial MOEs (P.M. Peak)**



**Killebrew Dr/22nd Ave**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	218	36	211	32.6	C	25.3	C	22.0	C
	Thru	12	36	210	37.0	D				
	Right	93	8	151	6.7	A				
Southbound	Left	74	17	194	34.4	C	14.4	B		
	Thru	10	18	193	35.8	D				
	Right	304	1	55	8.9	A				
Eastbound	Left	211	26	108	33.5	C	23.6	C		
	Thru	223	20	108	25.3	C				
	Right	113	0	28	1.6	A				
Westbound	Left	115	17	118	28.7	C	23.6	C		
	Thru	466	30	145	26.0	C				
	Right	85	0	29	3.7	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
223	218	-5
12	12	0
90	93	3
74	74	0
11	10	-1
304	304	0
209	211	2
224	223	-1
117	113	-4
120	115	-5
471	466	-5
89	85	-4

**Killebrew Dr/24th Ave**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	99	31	104	76.8	E	28.5	C	32.4	C
	Thru	236	22	114	31.4	C				
	Right	202	0	0	1.5	A				
Southbound	Left	10	3	23	61.5	E	24.3	C		
	Thru	355	39	230	30.3	C				
	Right	242	22	223	13.9	B				
Eastbound	Left	109	29	105	68.2	E	27.6	C		
	Thru	69	12	61	41.5	D				
	Right	212	0	0	2.2	A				
Westbound	Left	470	83	303	51.1	D	43.3	D		
	Thru	327	32	125	34.8	C				
	Right	27	1	24	10.3	B				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
103	99	-4
243	236	-7
197	202	5
8	10	2
362	355	-7
251	242	-9
108	109	1
70	69	-1
210	212	2
483	470	-13
326	327	1
27	27	0

**24th Ave/Transit Station**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Thru	371	1	53	1.7	A	1.7	A	30.1	C
Southbound	Thru	552	2	67	3.1	A	47.5	D		
	Right	120	363	543	251.5	F				
Eastbound	Left	24	6	54	33.1	C	12.6	B		
	Right	44	0	10	1.4	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
378	371	-7
583	552	-31
145	120	-25
35	24	-11
38	44	6

**24th Ave/82nd St**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	45	12	55	53.0	D	13.4	B	27.5	C
	Thru	335	7	97	8.5	A				
	Right	14	0	1	1.2	A				
Southbound	Left	23	5	44	47.5	D	22.0	C		
	Thru	611	39	177	31.5	C				
	Right	333	0	21	3.0	A				
Eastbound	Left	266	47	183	48.1	D	62.0	E		
	Thru	6	26	61	50.8	D				
	Right	29	65	150	191.7	F				
Westbound	Left	43	15	73	69.4	E	31.5	C		
	Thru	9	3	29	53.4	D				
	Right	61	0	13	1.5	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
47	45	-2
351	335	-16
15	14	-1
23	23	0
640	611	-29
341	333	-8
286	266	-20
7	6	-1
43	29	-14
45	43	-2
10	9	-1
62	61	-1

**24th Ave/Lindau Ln**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	51	13	58	55.1	E	7.3	A	9.7	A
	Thru	603	4	84	3.3	A				
	Right	1	0	0	0.5	A				
Southbound	Left	14	4	35	51.1	D	7.2	A		
	Thru	902	20	181	8.6	A				
	Right	294	0	0	1.0	A				
Eastbound	Left	135	26	97	47.3	D	29.9	C		
	Thru	4	1	13	47.6	D				
	Right	83	0	0	0.7	A				
Westbound	Left	1	1	9	55.5	E	11.9	B		
	Thru	9	2	24	58.8	E				
	Right	43	0	11	1.1	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
56	51	-5
642	603	-39
1	1	0
15	14	-1
917	902	-15
285	294	9
137	135	-2
3	4	1
85	83	-2
2	1	-1
9	9	0
44	43	-1

**Gate 6 Buses**

Volume (buses/hr)	Delay (sec/bus)
28	241.8

**\_2016\_PM\_Concept C**  
**MOA Transit Station**  
**Arterial MOEs (P.M. Peak)**



**Killebrew Dr/22nd Ave**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	219	37	212	33.9	C	26.2	C	22.0	C
	Thru	12	37	212	33.8	C				
	Right	93	9	153	7.1	A				
Southbound	Left	74	17	177	33.5	C	14.2	B		
	Thru	10	17	178	39.2	D				
	Right	305	1	52	8.7	A				
Eastbound	Left	210	25	108	33.2	C	23.9	C		
	Thru	223	21	105	26.4	C				
	Right	112	0	28	1.6	A				
Westbound	Left	117	17	119	28.9	C	22.8	C		
	Thru	467	29	140	24.7	C				
	Right	86	0	30	4.1	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
223	219	-4
12	12	0
93	93	0
74	74	0
10	10	0
11	10	-1
304	305	1
209	210	1
224	223	-1
117	112	-5
120	117	-3
471	467	-4
89	86	-3

**Killebrew Dr/24th Ave**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	99	31	109	74.7	E	28.0	C	31.3	C
	Thru	236	22	114	31.1	C				
	Right	202	0	0	1.5	A				
Southbound	Left	10	3	24	59.2	E	21.6	C		
	Thru	358	46	330	29.6	C				
	Right	353	33	340	12.5	B				
Eastbound	Left	109	29	102	69.0	E	27.7	C		
	Thru	69	11	61	40.8	D				
	Right	211	0	3	2.2	A				
Westbound	Left	469	84	300	51.8	D	43.7	D		
	Thru	328	31	121	35.0	C				
	Right	27	1	24	10.3	B				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
103	99	-4
243	236	-7
197	202	5
8	10	2
362	358	-4
364	353	-11
108	109	1
70	69	-1
210	211	1
483	469	-14
326	328	2
27	27	0

**24th Ave/Transit Station**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Thru	370	1	58	1.9	A	1.9	A	3.9	A
Southbound	Thru	674	3	105	3.6	A	3.6	A		
Eastbound	Left	32	7	60	31.4	C	16.8	B		
	Right	36	0	33	3.9	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
378	370	-8
696	674	-22
35	32	-3
38	36	-2

**24th Ave/82nd St**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	45	11	60	51.4	D	13.3	B	15.0	B
	Thru	341	7	102	8.7	A				
	Right	14	0	1	1.4	A				
Southbound	Left	23	5	44	47.5	D	5.4	A		
	Thru	626	8	146	5.2	A				
	Right	333	0	28	2.7	A				
Eastbound	Left	287	49	189	46.7	D	42.0	D		
	Thru	7	2	34	46.6	D				
	Right	42	5	54	8.8	A				
Westbound	Left	45	15	75	50.0	D	24.6	C		
	Thru	9	3	29	54.2	D				
	Right	61	0	12	1.5	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
47	45	-2
351	341	-10
15	14	-1
23	23	0
640	626	-14
341	333	-8
286	287	1
7	7	0
43	42	-1
45	45	0
10	9	-1
62	61	-1

**24th Ave/Lindau Ln**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	53	14	64	56.5	E	7.4	A	9.7	A
	Thru	628	4	88	3.3	A				
	Right	1	0	0	0.4	A				
Southbound	Left	14	4	35	51.1	D	7.3	A		
	Thru	901	21	198	8.6	A				
	Right	294	0	0	1.0	A				
Eastbound	Left	135	26	96	47.0	D	29.6	C		
	Thru	4	1	13	41.9	D				
	Right	83	0	0	0.7	A				
Westbound	Left	1	1	9	52.1	D	12.1	B		
	Thru	9	2	24	59.8	E				
	Right	43	0	12	1.2	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
56	53	-3
642	628	-14
1	1	0
15	14	-1
917	901	-16
285	294	9
137	135	-2
3	4	1
85	83	-2
2	1	-1
9	9	0
44	43	-1

**New Gate: Buses**

Volume (buses/hr)	Delay (sec/bus)
32	17.5

**New Gate: Deliveries and Employees**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Thru	103	82	179	154.2	F	154.2	F	154.2	F

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
113	103	-10

**\_2016\_PM\_Concept C1**  
**MOA Transit Station**  
**Arterial MOEs (P.M. Peak)**



**Killebrew Dr/22nd Ave**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	218	36	207	33.4	C	25.8	C	22.0	C
	Thru	12	36	207	35.5	D				
	Right	93	8	148	6.7	A				
Southbound	Left	74	16	184	32.3	C	13.9	B		
	Thru	9	17	184	34.2	C				
	Right	304	1	44	8.8	A				
Eastbound	Left	210	27	107	35.0	C	24.3	C		
	Thru	223	21	110	25.6	C				
	Right	112	0	25	1.6	A				
Westbound	Left	116	17	121	28.8	C	23.1	C		
	Thru	471	29	134	25.3	C				
	Right	86	0	24	3.0	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
223	218	-5
12	12	0
93	93	0
74	74	0
9	9	0
11	9	-2
304	304	0
209	210	1
224	223	-1
117	112	-5
120	116	-4
471	471	0
89	86	-3

**Killebrew Dr/24th Ave**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	99	30	101	74.2	E	28.2	C	34.9	C
	Thru	236	22	117	31.7	C				
	Right	202	0	0	1.5	A				
Southbound	Left	10	3	23	55.9	E	34.0	C		
	Thru	357	57	285	30.6	C				
	Right	250	56	284	37.9	D				
Eastbound	Left	110	27	100	65.7	E	26.8	C		
	Thru	68	11	58	40.1	D				
	Right	211	0	3	2.2	A				
Westbound	Left	470	85	310	52.1	D	43.9	D		
	Thru	328	32	128	35.0	C				
	Right	27	1	24	10.3	B				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
103	99	-4
243	236	-7
197	202	5
8	10	2
362	357	-5
251	250	-1
108	110	2
70	68	-2
210	211	1
483	470	-13
326	328	2
27	27	0

**24th Ave/Transit Station**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Thru	371	1	62	2.1	A	2.7	A	3.6	A
Southbound	Thru	684	3	134	3.0	A	4.2	A		
Eastbound	Left	32	7	59	30.5	C	19.1	B		
	Right	35	1	82	8.6	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
378	371	-7
696	684	-12
35	32	-3
38	35	-3

**24th Ave/82nd St**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	46	11	59	52.5	D	13.7	B	15.1	B
	Thru	342	7	106	8.9	A				
	Right	14	0	0	1.5	A				
Southbound	Left	23	5	44	47.6	D	5.2	A		
	Thru	626	7	134	5.0	A				
	Right	333	0	29	2.6	A				
Eastbound	Left	287	50	192	47.1	D	42.1	D		
	Thru	7	2	34	46.6	D				
	Right	43	5	55	8.5	A				
Westbound	Left	45	15	71	50.9	D	24.9	C		
	Thru	9	3	29	54.2	D				
	Right	61	0	11	1.4	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
47	46	-1
351	342	-9
15	14	-1
23	23	0
640	626	-14
341	333	-8
286	287	1
7	7	0
43	43	0
45	45	0
10	9	-1
62	61	-1

**24th Ave/Lindau Ln**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	52	13	62	54.7	D	7.2	A	9.6	A
	Thru	628	4	85	3.3	A				
	Right	1	0	0	0.5	A				
Southbound	Left	14	4	35	51.1	D	7.2	A		
	Thru	902	20	183	8.5	A				
	Right	294	0	0	1.0	A				
Eastbound	Left	136	26	97	47.1	D	29.7	C		
	Thru	4	1	13	41.5	D				
	Right	83	0	0	0.6	A				
Westbound	Left	1	1	9	55.6	E	11.9	B		
	Thru	9	2	24	58.3	E				
	Right	43	0	14	1.2	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
56	52	-4
642	628	-14
1	1	0
15	14	-1
917	902	-15
285	294	9
137	136	-1
3	4	1
85	83	-2
2	1	-1
9	9	0
44	43	-1

**New Gate: Buses**

Volume (buses/hr)	Delay (sec/bus)
32	20.7

**New Gate: Deliveries and Employees**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Thru	99	88	200	173.3	F	173.3	F	173.3	F

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
113	99	-14

**\_2016\_PM\_Concept C2**  
**MOA Transit Station**  
**Arterial MOEs (P.M. Peak)**



**Killebrew Dr/22nd Ave**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	219	36	209	33.3	C	25.8	C	22.1	C
	Thru	12	36	208	36.7	D				
	Right	93	8	149	6.6	A				
Southbound	Left	74	17	203	32.5	C	14.3	B		
	Thru	10	17	197	35.4	D				
	Right	305	1	50	9.2	A				
Eastbound	Left	211	26	109	34.4	C	23.9	C		
	Thru	223	21	111	25.1	C				
	Right	112	0	29	1.6	A				
Westbound	Left	117	17	124	28.8	C	23.4	C		
	Thru	470	30	137	25.8	C				
	Right	86	0	27	3.2	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
223	219	-4
12	12	0
93	93	0
74	74	0
10	10	0
11	10	-1
304	305	1
209	211	2
224	223	-1
117	112	-5
120	117	-3
471	470	-1
89	86	-3

**Killebrew Dr/24th Ave**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	99	30	104	74.6	E	28.2	C	34.8	C
	Thru	236	22	117	31.6	C				
	Right	202	0	0	1.5	A				
Southbound	Left	10	3	23	54.8	D	33.8	C		
	Thru	357	56	284	30.6	C				
	Right	250	56	283	37.7	D				
Eastbound	Left	110	27	99	64.5	E	26.4	C		
	Thru	68	11	59	40.2	D				
	Right	211	0	3	2.2	A				
Westbound	Left	469	85	309	52.0	D	43.9	D		
	Thru	328	32	129	35.0	D				
	Right	27	1	24	10.3	B				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
103	99	-4
243	236	-7
197	202	5
8	10	2
362	357	-5
233	250	17
108	110	2
70	68	-2
210	211	1
483	469	-14
326	328	2
27	27	0

**24th Ave/Transit Station**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Thru	371	1	63	2.1	A	2.7	A	3.7	A
Southbound	Thru	684	4	134	3.1	A	4.3	A		
Eastbound	Left	32	7	59	30.5	C	19.1	B		
	Right	35	1	82	8.8	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
378	371	-7
696	684	-12
35	32	-3
38	35	-3

**24th Ave/82nd St**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	46	11	57	52.8	D	13.6	B	15.1	B
	Thru	342	7	105	8.9	A				
	Right	14	0	0	1.5	A				
Southbound	Left	23	5	44	47.4	D	5.2	A		
	Thru	626	7	134	5.0	A				
	Right	333	0	30	2.6	A				
Eastbound	Left	287	50	193	47.0	D	42.1	D		
	Thru	7	2	34	46.6	D				
	Right	43	5	55	8.5	A				
Westbound	Left	45	15	71	51.1	D	25.0	C		
	Thru	9	3	29	54.2	D				
	Right	61	0	13	1.4	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
47	46	-1
351	342	-9
15	14	-1
23	23	0
640	626	-14
341	333	-8
286	287	1
7	7	0
43	43	0
45	45	0
10	9	-1
62	61	-1

**24th Ave/Lindau Ln**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	52	14	61	55.2	E	7.3	A	9.7	A
	Thru	628	4	85	3.4	A				
	Right	1	0	0	0.5	A				
Southbound	Left	14	4	35	51.1	D	7.2	A		
	Thru	902	20	183	8.5	A				
	Right	294	0	0	1.0	A				
Eastbound	Left	136	26	97	47.0	D	29.7	C		
	Thru	4	1	13	42.1	D				
	Right	83	0	0	0.6	A				
Westbound	Left	1	1	9	55.6	E	11.9	B		
	Thru	9	2	24	58.3	E				
	Right	43	0	13	1.2	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
56	52	-4
642	628	-14
1	1	0
15	14	-1
917	902	-15
285	294	9
137	136	-1
3	4	1
85	83	-2
2	1	-1
9	9	0
44	43	-1

**New Gate: Buses**

Volume (buses/hr)	Delay (sec/bus)
32	20.9

**New Gate: Deliveries and Employees**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Thru	100	130	321	160.4	F	160.4	F	160.4	F

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
113	100	-13

**\_2016\_PM\_Concept D**  
**MOA Transit Station**  
**Arterial MOEs (P.M. Peak)**



**Killebrew Dr/22nd Ave**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	217	38	225	34.6	C	26.7	C	22.2	C
	Thru	12	38	225	34.4	C				
	Right	92	9	165	7.0	A				
Southbound	Left	75	18	183	35.0	D	14.7	B		
	Thru	9	18	184	38.6	D				
	Right	304	1	60	9.0	A				
Eastbound	Left	211	27	112	34.3	C	24.4	C		
	Thru	224	21	111	26.5	C				
	Right	112	0	29	1.7	A				
Westbound	Left	119	17	127	29.1	C	22.4	C		
	Thru	472	29	142	24.2	C				
	Right	85	0	27	3.4	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
223	217	-6
12	12	0
90	92	2
74	75	1
11	9	-2
304	304	0
209	211	2
224	224	0
117	112	-5
120	119	-1
471	472	1
89	85	-4

**Killebrew Dr/24th Ave**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	99	30	99	75.3	E	28.0	C	32.1	C
	Thru	236	22	112	31.0	C				
	Right	202	0	0	1.5	A				
Southbound	Left	10	3	24	61.1	E	23.2	C		
	Thru	361	38	228	29.1	C				
	Right	252	22	224	13.3	B				
Eastbound	Left	109	28	101	66.6	E	27.3	C		
	Thru	67	12	64	42.7	D				
	Right	211	0	1	2.1	A				
Westbound	Left	471	84	304	51.9	D	43.8	D		
	Thru	326	32	126	34.9	C				
	Right	27	1	24	10.3	B				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
103	99	-4
243	236	-7
197	202	5
8	10	2
362	361	-1
251	252	1
108	109	1
70	67	-3
210	211	1
483	471	-12
326	326	0
27	27	0

**24th Ave/Transit Station**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Thru	371	1	52	1.8	A	1.9	A	2.8	A
	Thru	569	2	66	2.3	A	3.0	A		
Southbound	Right	102	0	0	0.2	A	16.0	B		
	Left	24	6	55	33.2	C				
Eastbound	Right	44	1	58	6.7	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
378	371	-7
583	569	-14
113	102	-11
35	24	-11
38	44	6

**24th Ave/82nd St**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	45	11	53	52.8	D	13.7	B	16.9	B
	Thru	334	7	101	9.0	A				
	Right	14	0	1	1.0	A				
Southbound	Left	23	5	44	47.4	D	8.3	A		
	Thru	626	10	152	9.9	A				
	Right	333	0	30	2.7	A				
Eastbound	Left	286	49	188	46.7	D	42.7	D		
	Thru	7	3	35	48.6	D				
	Right	42	6	57	14.9	B				
Westbound	Left	44	15	75	52.0	D	25.2	C		
	Thru	9	3	29	54.2	D				
	Right	61	0	14	1.5	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
47	45	-2
351	334	-17
15	14	-1
23	23	0
640	626	-14
341	333	-8
286	286	0
7	7	0
43	42	-1
45	44	-1
10	9	-1
62	61	-1

**24th Ave/Lindau Ln**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	53	13	59	54.7	D	7.4	A	9.7	A
	Thru	620	4	88	3.4	A				
	Right	1	0	0	0.5	A				
Southbound	Left	14	4	35	51.1	D	7.2	A		
	Thru	901	20	181	8.5	A				
	Right	294	0	0	1.0	A				
Eastbound	Left	135	26	96	47.2	D	29.8	C		
	Thru	4	1	13	48.1	D				
	Right	83	0	0	0.6	A				
Westbound	Left	1	1	9	55.5	E	11.9	B		
	Thru	9	2	24	58.5	E				
	Right	43	0	12	1.1	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
56	53	-3
642	620	-22
1	1	0
15	14	-1
917	901	-16
285	294	9
137	135	-2
3	4	1
85	83	-2
2	1	-1
9	9	0
44	43	-1

**New Gate: Buses**

Volume (buses/hr)	Delay (sec/bus)
32	21.1

**Gate 6: Deliveries and Employees**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Southbound	Right	103	119	292	144.8	F	144.8	F	144.8	F

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
113	103	-10

**\_2016\_PM\_Prefered Concept**  
**MOA Transit Station**  
**Arterial MOEs (P.M. Peak)**



**Killebrew Dr/22nd Ave**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	219	37	218	33.8	C	26.3	C	22.2	C
	Thru	12	37	218	33.5	C				
	Right	93	9	160	7.7	A				
Southbound	Left	73	19	186	34.7	C	15.0	B		
	Thru	10	18	180	36.8	D				
	Right	304	1	64	9.6	A				
Eastbound	Left	211	26	112	34.7	C	24.6	C		
	Thru	224	21	111	26.5	C				
	Right	113	0	27	1.6	A				
Westbound	Left	117	16	120	28.8	C	22.5	C		
	Thru	472	29	136	24.2	C				
	Right	87	0	32	4.2	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
223	219	-4
12	12	0
90	93	3
74	73	-1
11	10	-1
304	304	0
209	211	2
224	224	0
117	113	-4
120	117	-3
471	472	1
89	87	-2

**Killebrew Dr/24th Ave**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	99	30	103	73.4	E	27.7	C	31.6	C
	Thru	235	22	116	31.0	C				
	Right	202	0	0	1.5	A				
Southbound	Left	10	3	23	58.0	E	22.8	C		
	Thru	371	45	318	30.1	C				
	Right	354	32	341	14.1	B				
Eastbound	Left	108	29	101	67.7	E	27.4	C		
	Thru	68	12	63	41.8	D				
	Right	211	0	2	2.2	A				
Westbound	Left	468	84	299	51.9	D	44.0	D		
	Thru	328	32	123	35.5	D				
	Right	27	1	24	10.4	B				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
103	99	-4
243	235	-8
197	202	5
8	10	2
379	371	-8
364	354	-10
108	108	0
70	68	-2
210	211	1
483	468	-15
326	328	2
27	27	0

**24th Ave/Transit Station**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Thru	371	2	62	2.6	A	2.6	A	4.8	A
Southbound	Thru	683	6	156	4.0	A	4.0	A		
Eastbound	Left	18	7	74	30.4	C	24.5	C		
	Right	50	8	73	22.4	C				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
378	371	-7
696	683	-13
18	18	0
55	50	-5

**24th Ave/82nd St**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	45	12	54	54.4	D	13.9	B	15.1	B
	Thru	329	7	102	8.8	A				
	Right	14	0	0	1.3	A				
Southbound	Left	23	5	44	47.9	D	5.3	A		
	Thru	626	8	151	5.1	A				
	Right	333	0	28	2.7	A				
Eastbound	Left	286	50	191	46.9	D	42.2	D		
	Thru	7	2	33	48.6	D				
	Right	42	5	54	9.0	A				
Westbound	Left	45	15	74	50.2	D	24.7	C		
	Thru	9	3	29	54.2	D				
	Right	61	0	11	1.5	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
47	45	-2
351	329	-22
15	14	-1
23	23	0
640	626	-14
341	333	-8
286	286	0
7	7	0
43	42	-1
45	45	0
10	9	-1
62	61	-1

**24th Ave/Lindau Ln**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Left	52	14	64	56.4	E	7.3	A	9.7	A
	Thru	618	4	84	3.2	A				
	Right	1	0	0	0.5	A				
Southbound	Left	14	4	35	51.7	D	7.2	A		
	Thru	901	20	195	8.5	A				
	Right	294	0	0	1.0	A				
Eastbound	Left	135	27	95	47.8	D	30.2	C		
	Thru	4	1	13	48.5	D				
	Right	83	0	0	0.6	A				
Westbound	Left	1	1	9	51.7	D	11.9	B		
	Thru	9	2	24	59.1	E				
	Right	43	0	14	1.1	A				

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
56	52	-4
642	618	-24
1	1	0
15	14	-1
917	901	-16
285	294	9
137	135	-2
3	4	1
85	83	-2
2	1	-1
9	9	0
44	43	-1

**New Gate: Buses**

Volume (buses/hr)	Delay (sec/bus)
32	0.6

**New Gate: Deliveries and Employees**

(Traffic Signal)

Approach	Movement	Volume (vph)	Average Queue (ft)	Maximum Queue (ft)	Movement Delay (sec/veh)	Movement LOS	Approach Delay (sec/veh)	Approach LOS	Overall Delay (sec/veh)	Overall LOS
Northbound	Thru	106	14	165	103.3	F	103.3	F	103.3	F

Target Volume (vph)	Simulated Volume (vph)	Difference (vph)
113	106	-7

# MALL OF AMERICA TRANSIT STATION RENOVATIONS BLOOMINGTON, MN

90% DESIGN SUBMISSION



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820 30TH AVE S  
BLOOMINGTON, MN 55425



PROJECT SITE MAP  
1  
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**RISK ASSESSMENT**  
BAKER ENGINEERING AND RISK CONSULTANTS  
3330 OAKWELL COURT, SUITE 100  
SAN ANTONIO, TX 78219-3024  
PHONE (210) 824-5960

**FIELD SURVEY AND 3D MAPPING**  
MARTINEZ GEOSPATIAL  
2915 WATERS ROAD, SUITE 100  
EAGAN, MN 55121-1572  
PHONE (651) 686-8424

**OWNER**  
METRO TRANSIT  
560 SIXTH AVENUE NORTH  
MINNEAPOLIS, MN 55411-4398  
PHONE (612) 349-7638  
FAX (612) 349-7600

**FUNDING PARTNER**  
CITY OF BLOOMINGTON  
1800 WEST OLD SHAKOPEE ROAD  
BLOOMINGTON, MN 55431-3027  
PHONE (952) 563-8700

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				DRAWN BY: MH/LK
				CHECKED BY: Checker
				DATE: 06/29/2016

**Kimley»Horn**  
SNOW  
KREILICH  
ARCHITECTS

**CITY OF BLOOMINGTON MINNESOTA**

**METROPOLITAN COUNCIL**

**MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
COVER SHEET**

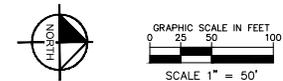
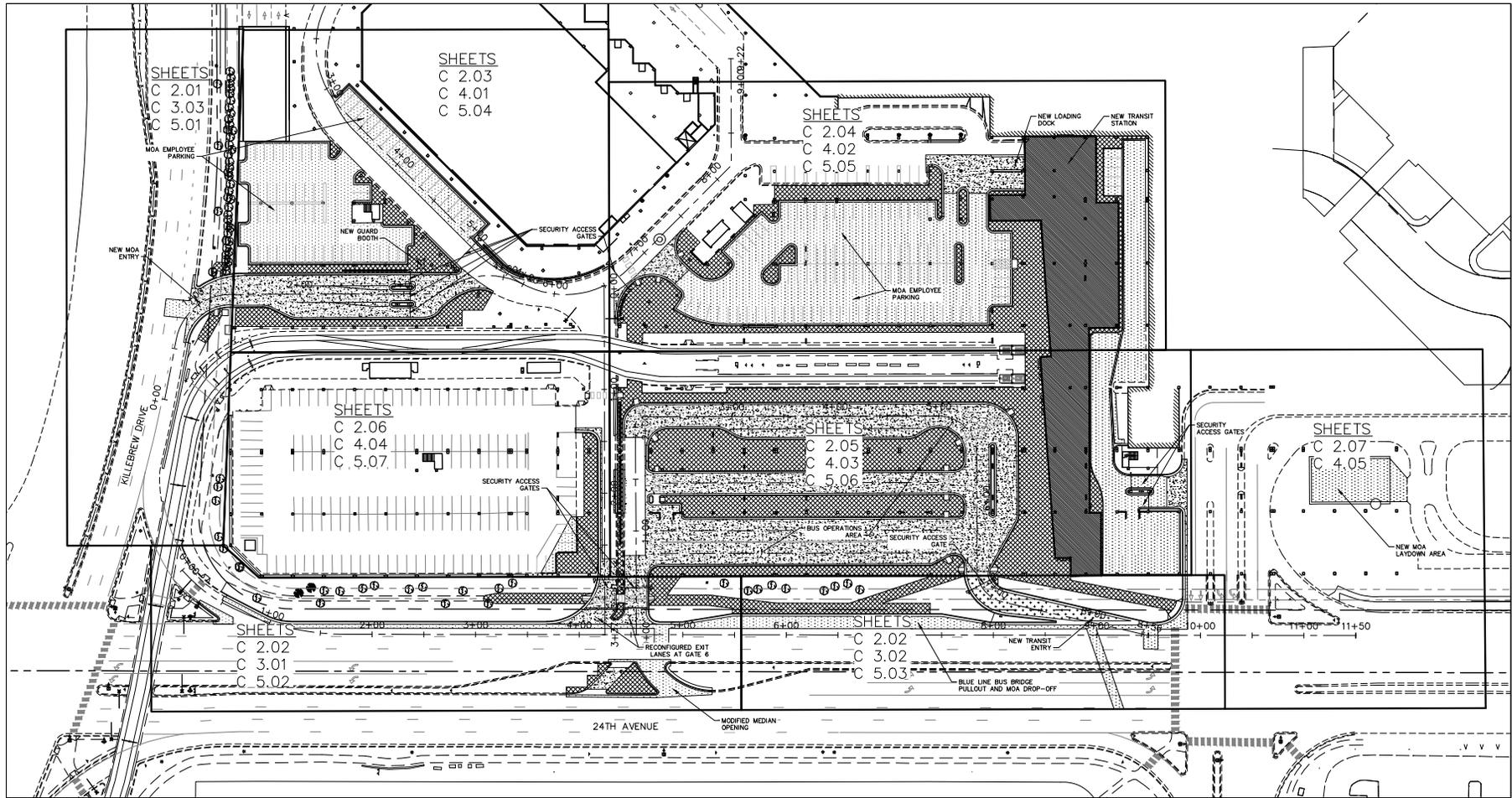
PROJECT NO.

62317

SHEET NO.

**G0.00**

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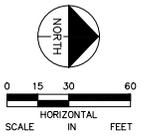
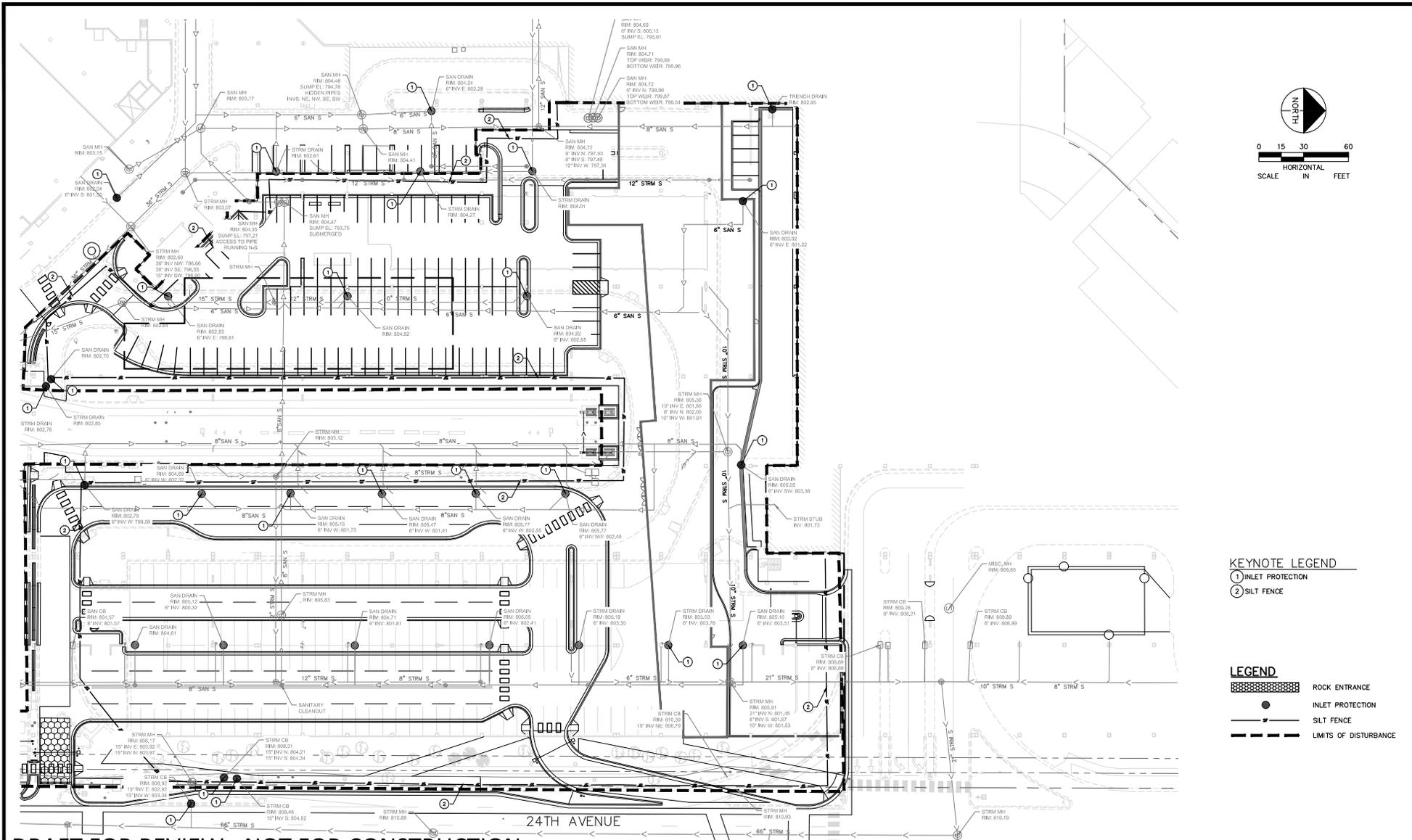
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DRAWN BY:	JS	
CHECKED BY:	JRW	
DATE:	06/29/2016	
		JUSTIN R. WOFFINDEN, P.E. DATE: _____ MN LIC. NO. 50995



**MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
 SHEET INDEX  
 KEY MAP**

PROJECT NO.	62317
SHEET NO.	C 0.01

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**KEYNOTE LEGEND**  
 ① INLET PROTECTION  
 ② SILT FENCE

**LEGEND**  
 [Pattern] ROCK ENTRANCE  
 [Symbol] INLET PROTECTION  
 [Symbol] SILT FENCE  
 [Symbol] LIMITS OF DISTURBANCE

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 CHECKED BY: JRW  
 DATE: 06/29/2016

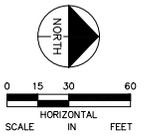
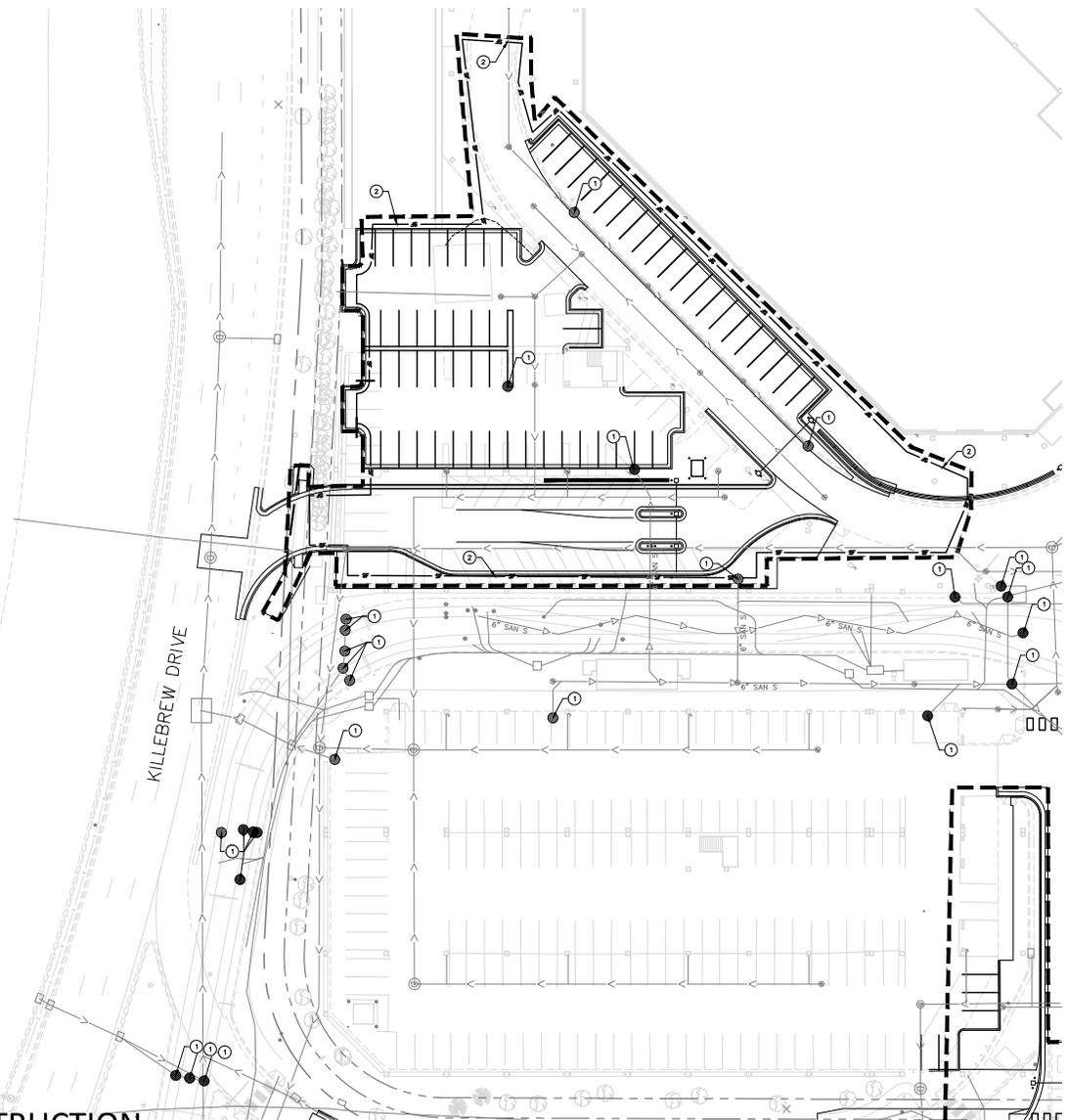
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JUSTIN R. WOFFINDEN, P.E.  
 MN LIC. NO. 50995

**MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
 EROSION AND SEDIMENT CONTROL  
 BMP PLAN**

PROJECT NO. 62317  
 SHEET NO. C 0.03

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**KEYNOTE LEGEND**  
 ① INLET PROTECTION  
 ② SILT FENCE

**LEGEND**  
 [Patterned Box] ROCK ENTRANCE  
 [Circle with 1] INLET PROTECTION  
 [Dashed Line] SILT FENCE  
 [Thick Dashed Line] LIMITS OF DISTURBANCE

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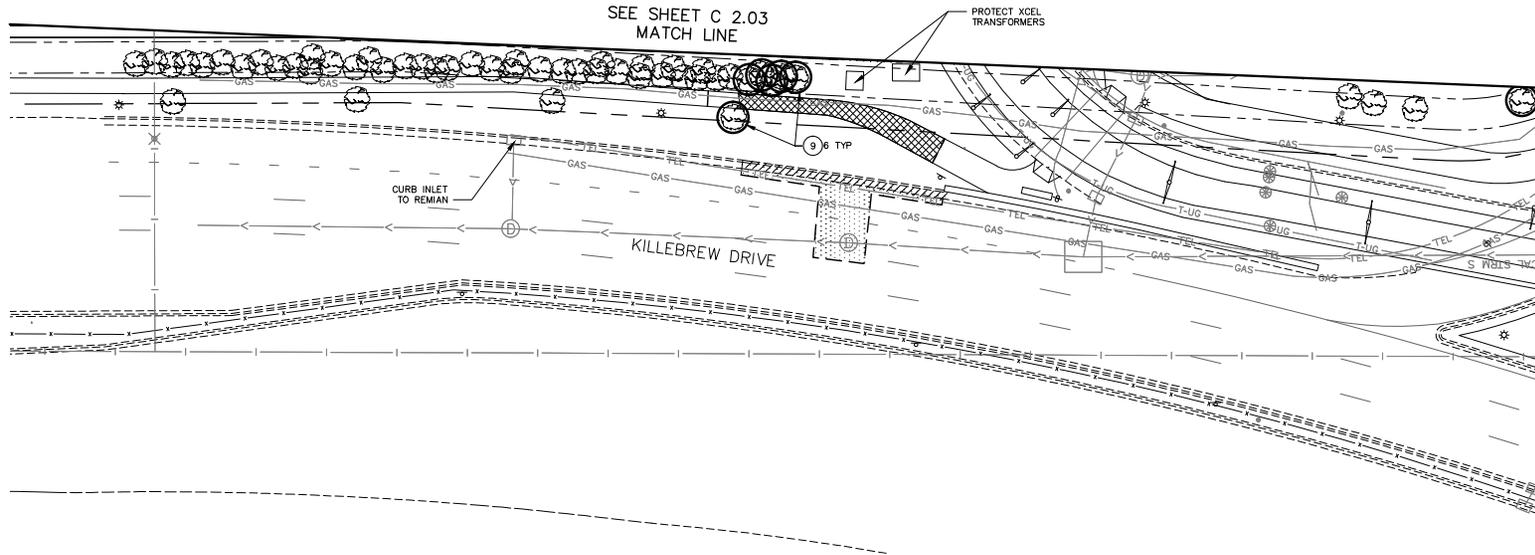
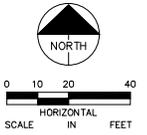
JUSTIN R. WOFFINDEN, P.E.  
 DATE: \_\_\_\_\_ MN LIC. NO. 50995



MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
 EROSION AND SEDIMENT CONTROL  
 BMP PLAN

PROJECT NO. 160400057  
 SHEET NO. C 0.04

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**KEYNOTE LEGEND**

- |                                   |   |                         |
|-----------------------------------|---|-------------------------|
| ① REMOVE STORM SEWER STRUCTURE    | ⑨ REMOVE TREE   | ⑰ REMOVE BUS SHELTERS   |
| ② REMOVE SANITARY SEWER STRUCTURE | ⑩ REMOVE GUARD BOOTH                                    | ⑱ REMOVE RETAINING WALL |
| ③ REMOVE BENCH                    | ⑪ REMOVE BOLLARD  | ⑲ REMOVE FENCE          |
| ④ REMOVE STAIRS                   | ⑫ REMOVE AND RELOCATE TRAFFIC SIGNAL (SEE SIGNAL PLANS) | ⑳ REMOVE HANDRAIL       |
| ⑤ REMOVE METAL SCREENING          | ⑬ REMOVE AND RELOCATE LIGHT POLE (SEE SIGNAL PLANS)     |                         |
| ⑥ ADJUST COVER TO NEW GRADE       | ⑭ REMOVE TRAFFIC SIGN                                   |                         |
| ⑦ REMOVE HYDRANT                  | ⑮ REMOVE SECURITY GATE                                  |                         |
| ⑧ REMOVE DRUM BARRIER             | ⑯ REMOVE AND RELOCATE TRAFFIC BLANKOUT SIGN             |                         |

**LEGEND**

- |  |                               |
|--|-------------------------------|
|  | REMOVE CONCRETE WALK          |
|  | REMOVE CONCRETE PAVEMENT      |
|  | REMOVE BITUMINOUS PAVEMENT    |
|  | REMOVE CONCRETE CURB & GUTTER |
|  | REMOVE RETAINING WALL         |
|  | REMOVE LIGHT BASE             |
|  | REMOVE BOLLARD                |
|  | CLEARING AND GRUBBING         |
|  | SAWCUT                        |
|  | WORK AREA BOUNDARY            |
|  | REMOVE EXISTING UTILITY       |

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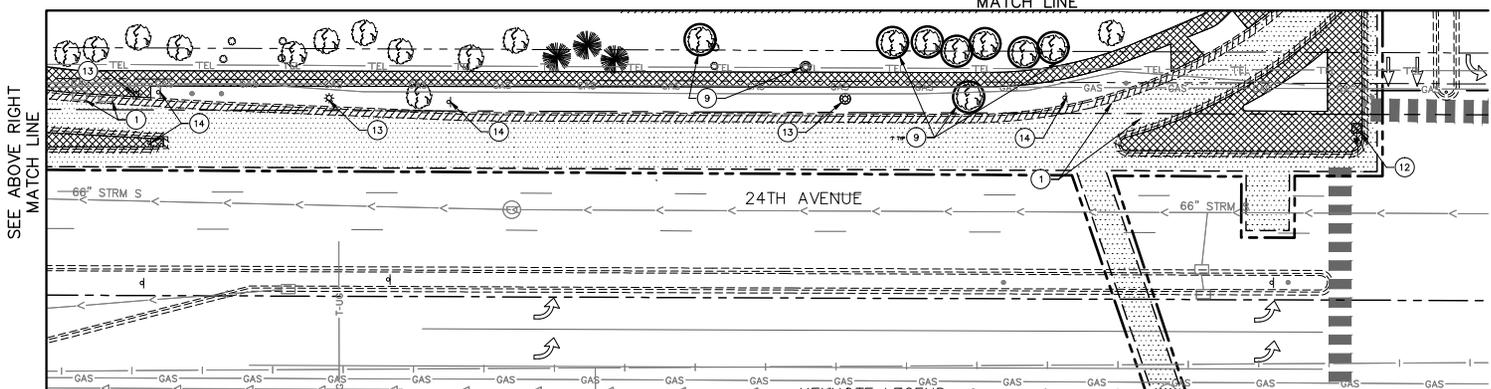
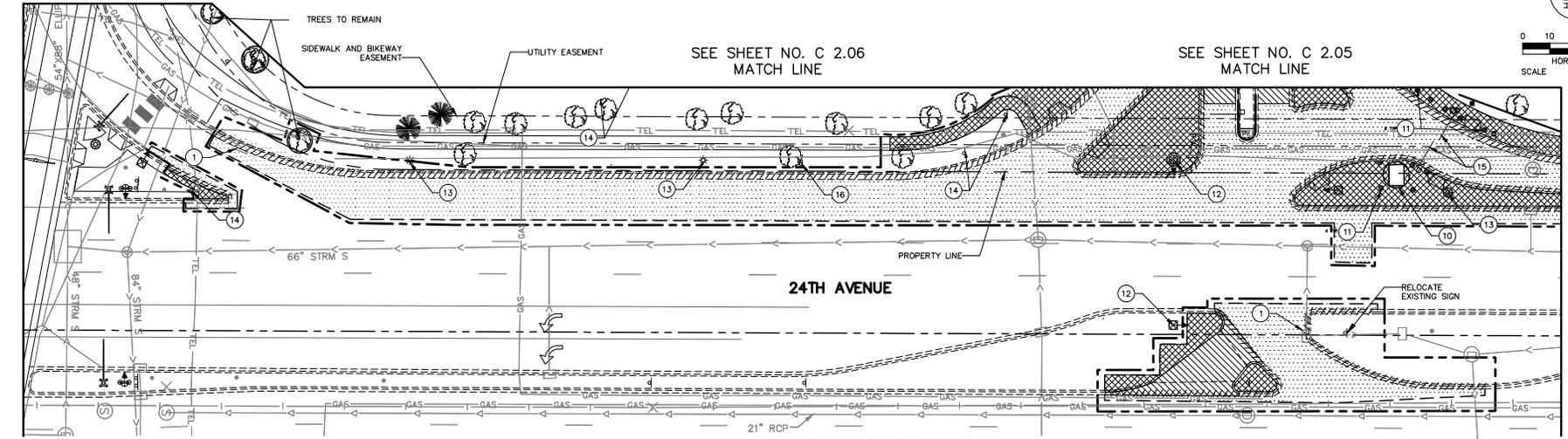
JUSTIN R. WOFFINDEN, P.E.  
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			MALL OF AMERICA TRANSIT STATION RENOVATIONS EXISTING CONDITIONS AND REMOVALS		PROJECT NO. 62317
			<b>C 2.01</b>		SHEET NO.

SEE SHEET NO. C 2.01  
MATCH LINE

SEE SHEET NO. C 2.06  
MATCH LINE

SEE SHEET NO. C 2.05  
MATCH LINE



**KEYNOTE LEGEND**

- 1 REMOVE STORM SEWER STRUCTURE
- 2 REMOVE SANITARY SEWER STRUCTURE
- 3 REMOVE BENCH
- 4 REMOVE STAIRS
- 5 REMOVE METAL SCREENING
- 6 ADJUST COVER TO NEW GRADE
- 7 REMOVE HYDRANT
- 8 REMOVE DRUM BARRIER
- 9 REMOVE TREE
- 10 REMOVE GUARD BOOTH
- 11 REMOVE BOLLARD
- 12 REMOVE AND RELOCATE TRAFFIC SIGNAL (SEE SIGNAL PLANS)
- 13 REMOVE AND RELOCATE LIGHT POLE (SEE SIGNAL PLANS)
- 14 REMOVE TRAFFIC SIGN
- 15 REMOVE SECURITY GATE
- 16 REMOVE AND RELOCATE TRAFFIC BLANKOUT SIGN
- 17 REMOVE BUS SHELTERS
- 18 REMOVE RETAINING WALL
- 19 REMOVE FENCE
- 20 REMOVE HANDRAIL

**LEGEND**

- REMOVE CONCRETE WALK
- REMOVE CONCRETE PAVEMENT
- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE CURB & GUTTER
- REMOVE RETAINING WALL
- REMOVE LIGHT BASE
- REMOVE BOLLARD
- CLEARING AND GRUBBING
- SAWCUT
- WORK AREA BOUNDARY
- REMOVE EXISTING UTILITY

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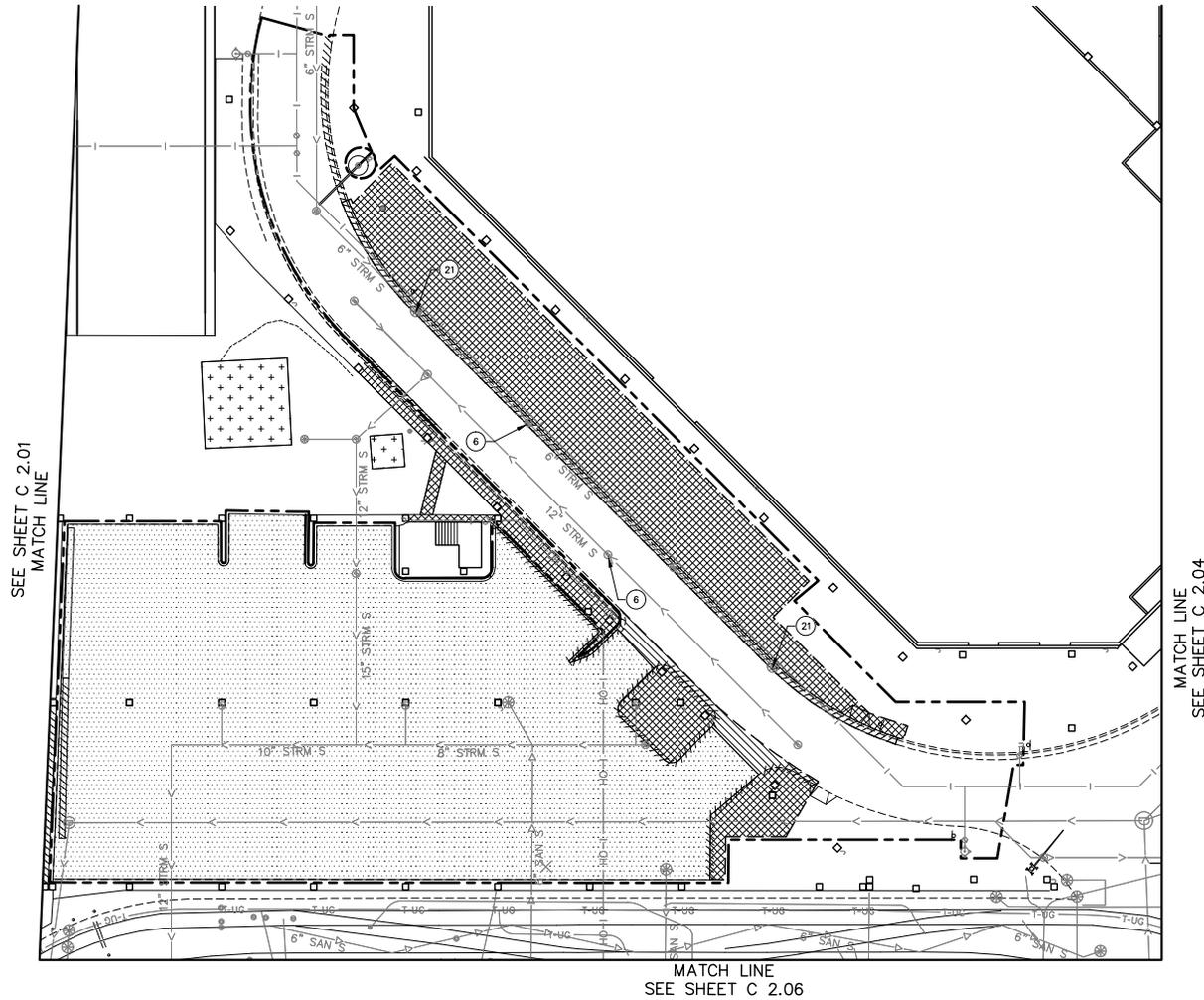
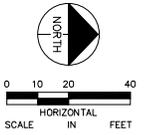
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 MN LIC. NO. 50995

MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
 EXISTING CONDITIONS  
 AND REMOVALS

PROJECT NO.  
62317  
 SHEET NO.  
**C 2.02**

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**KEYNOTE LEGEND**

- ① REMOVE STORM SEWER STRUCTURE
- ② REMOVE SANITARY SEWER STRUCTURE
- ③ REMOVE BENCH
- ④ REMOVE STAIRS
- ⑤ REMOVE METAL SCREENING
- ⑥ ADJUST COVER TO NEW GRADE
- ⑦ REMOVE HYDRANT
- ⑧ REMOVE DRUM BARRIER
- ⑨ REMOVE TREE
- ⑩ REMOVE GUARD BOOTH
- ⑪ REMOVE BOLLARD
- ⑫ REMOVE AND RELOCATE TRAFFIC SIGNAL (SEE SIGNAL PLANS)
- ⑬ REMOVE AND RELOCATE LIGHT POLE (SEE SIGNAL PLANS)
- ⑭ REMOVE TRAFFIC SIGN
- ⑮ REMOVE SECURITY GATE
- ⑯ REMOVE AND RELOCATE TRAFFIC BLANKOUT SIGN
- ⑰ REMOVE BUS SHELTERS
- ⑱ REMOVE RETAINING WALL
- ⑲ REMOVE FENCE
- ⑳ REMOVE HANDRAIL
- ㉑ REMOVE GRATE CASTING AND REPLACE WITH SOLID MANHOLE CASTING

**LEGEND**

- REMOVE CONCRETE WALK
- REMOVE CONCRETE PAVEMENT
- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE CURB & GUTTER
- REMOVE RETAINING WALL
- REMOVE LIGHT BASE
- REMOVE BOLLARD
- CLEARING AND GRUBBING
- SAWCUT
- WORK AREA BOUNDARY
- REMOVE EXISTING UTILITY

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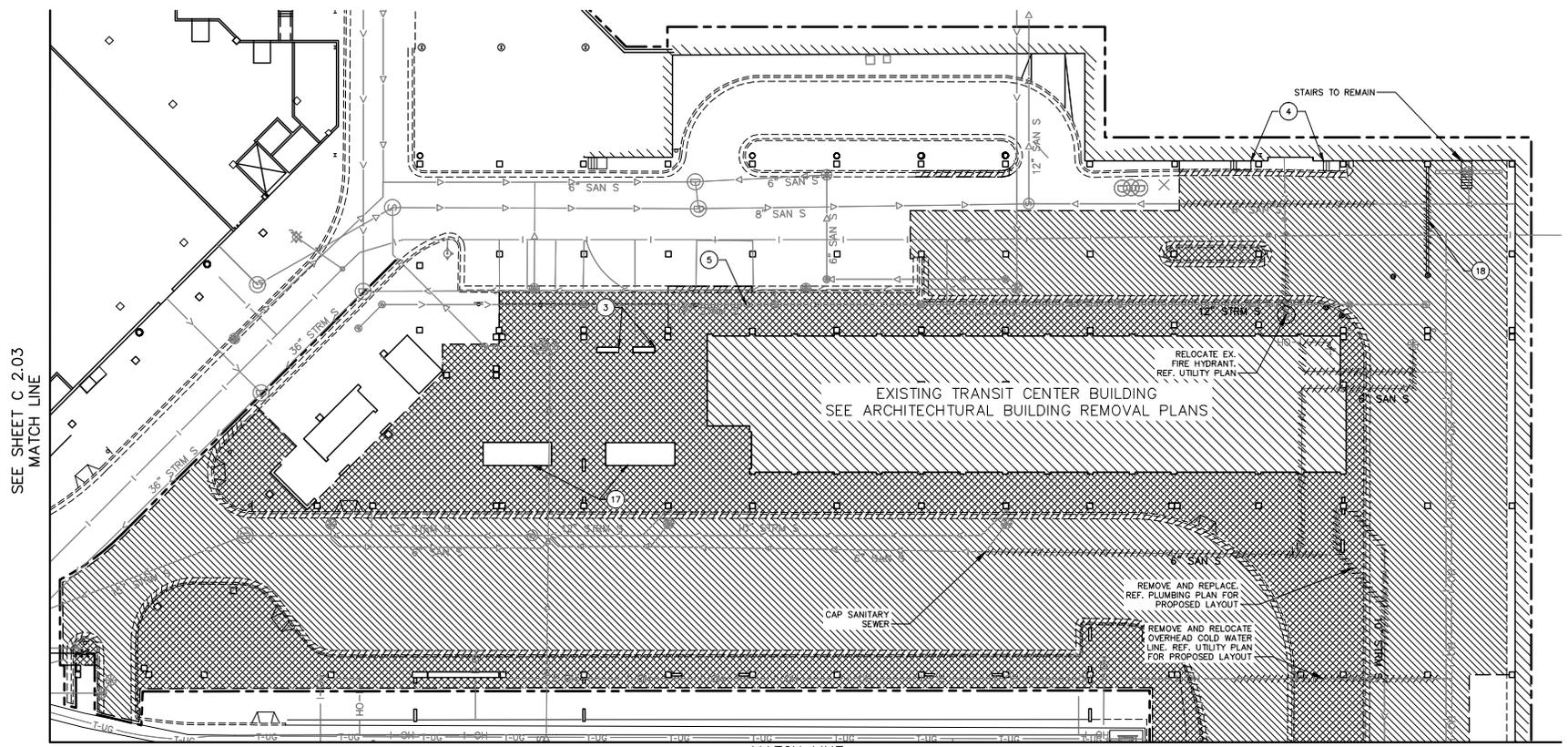
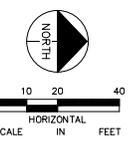
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 MN LIC. NO. 50995

			MALL OF AMERICA TRANSIT STATION RENOVATIONS EXISTING CONDITIONS AND REMOVALS	PROJECT NO.
				62317
				SHEET NO.
				C 2.03

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SEE SHEET C 2.03  
MATCH LINE

MATCH LINE  
SEE SHEET 2.05

**KEYNOTE LEGEND**

- |                                   |   |                         |
|-----------------------------------|---|-------------------------|
| ① REMOVE STORM SEWER STRUCTURE    | ⑨ REMOVE TREE   | ⑰ REMOVE BUS SHELTERS   |
| ② REMOVE SANITARY SEWER STRUCTURE | ⑩ REMOVE GUARD BOOTH                                    | ⑱ REMOVE RETAINING WALL |
| ③ REMOVE BENCH                    | ⑪ REMOVE BOLLARD  | ⑲ REMOVE FENCE          |
| ④ REMOVE STAIRS                   | ⑫ REMOVE AND RELOCATE TRAFFIC SIGNAL (SEE SIGNAL PLANS) | ⑳ REMOVE HANDRAIL       |
| ⑤ REMOVE METAL SCREENING          | ⑬ REMOVE AND RELOCATE LIGHT POLE (SEE SIGNAL PLANS)     |                         |
| ⑥ ADJUST COVER TO NEW GRADE       | ⑭ REMOVE TRAFFIC SIGN                                   |                         |
| ⑦ REMOVE HYDRANT                  | ⑮ REMOVE SECURITY GATE                                  |                         |
| ⑧ REMOVE DRUM BARRIER             | ⑯ REMOVE AND RELOCATE TRAFFIC BLANKOUT SIGN             |                         |

**LEGEND**

- REMOVE CONCRETE WALK
- REMOVE CONCRETE PAVEMENT
- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE CURB & GUTTER
- REMOVE RETAINING WALL
- REMOVE LIGHT BASE
- REMOVE BOLLARD
- CLEARING AND GRUBBING
- SAWCUT
- WORK AREA BOUNDARY
- REMOVE EXISTING UTILITY

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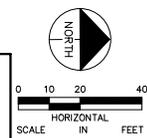
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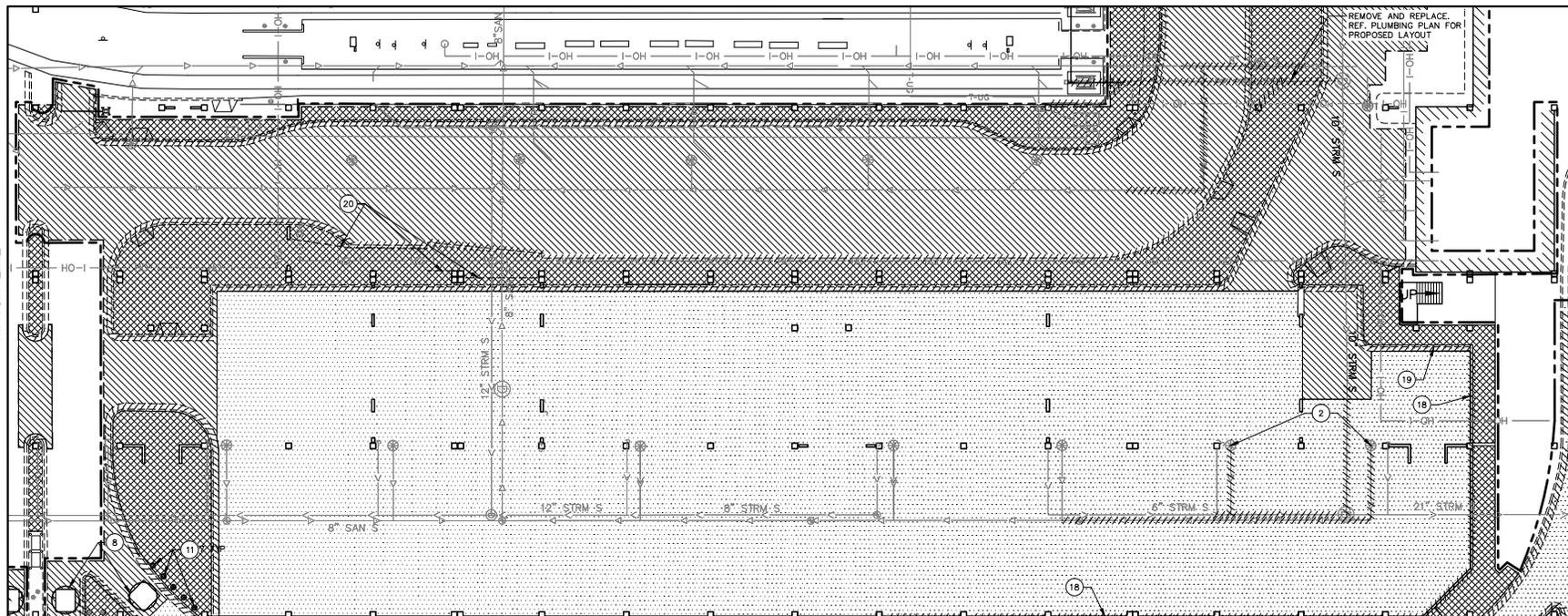
JUSTIN R. WOFFINDEN, P.E.  
 DATE: MN LIC. NO. 50995

			MALL OF AMERICA TRANSIT STATION RENOVATIONS EXISTING CONDITIONS AND REMOVALS	PROJECT NO. 62317 SHEET NO. <b>C 2.04</b>
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SEE SHEET C 2.04  
MATCH LINE

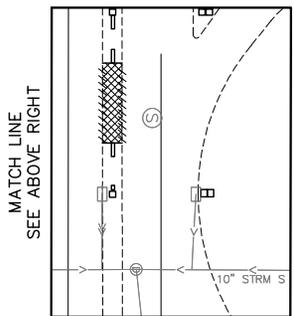


SEE SHEET C 2.06  
MATCH LINE



MATCH LINE  
SEE BELOW LEFT

MATCH LINE  
SEE SHEET C 2.02



MATCH LINE  
SEE ABOVE RIGHT

KEYNOTE LEGEND

- ① REMOVE STORM SEWER STRUCTURE
- ② REMOVE SANITARY SEWER STRUCTURE
- ③ REMOVE BENCH
- ④ REMOVE STAIRS
- ⑤ REMOVE METAL SCREENING
- ⑥ ADJUST COVER TO NEW GRADE
- ⑦ REMOVE HYDRANT
- ⑧ REMOVE DRUM BARRIER
- ⑨ REMOVE TREE
- ⑩ REMOVE GUARD BOOTH
- ⑪ REMOVE BOLLARD
- ⑫ REMOVE AND RELOCATE TRAFFIC SIGNAL (SEE SIGNAL PLANS)
- ⑬ REMOVE AND RELOCATE LIGHT POLE (SEE SIGNAL PLANS)
- ⑭ REMOVE TRAFFIC SIGN
- ⑮ REMOVE SECURITY GATE
- ⑯ REMOVE AND RELOCATE TRAFFIC BOLLARD SIGN
- ⑰ REMOVE BUS SHELTERS
- ⑱ REMOVE RETAINING WALL
- ⑲ REMOVE FENCE
- ⑳ REMOVE HANDRAIL

LEGEND

- REMOVE CONCRETE WALK
- REMOVE CONCRETE PAVEMENT
- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE CURB & GUTTER
- REMOVE RETAINING WALL
- REMOVE LIGHT BASE
- REMOVE BOLLARD
- CLEARING AND GRUBBING
- SAWCUT
- WORK AREA BOUNDARY
- REMOVE EXISTING UTILITY

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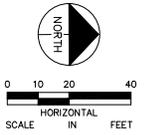
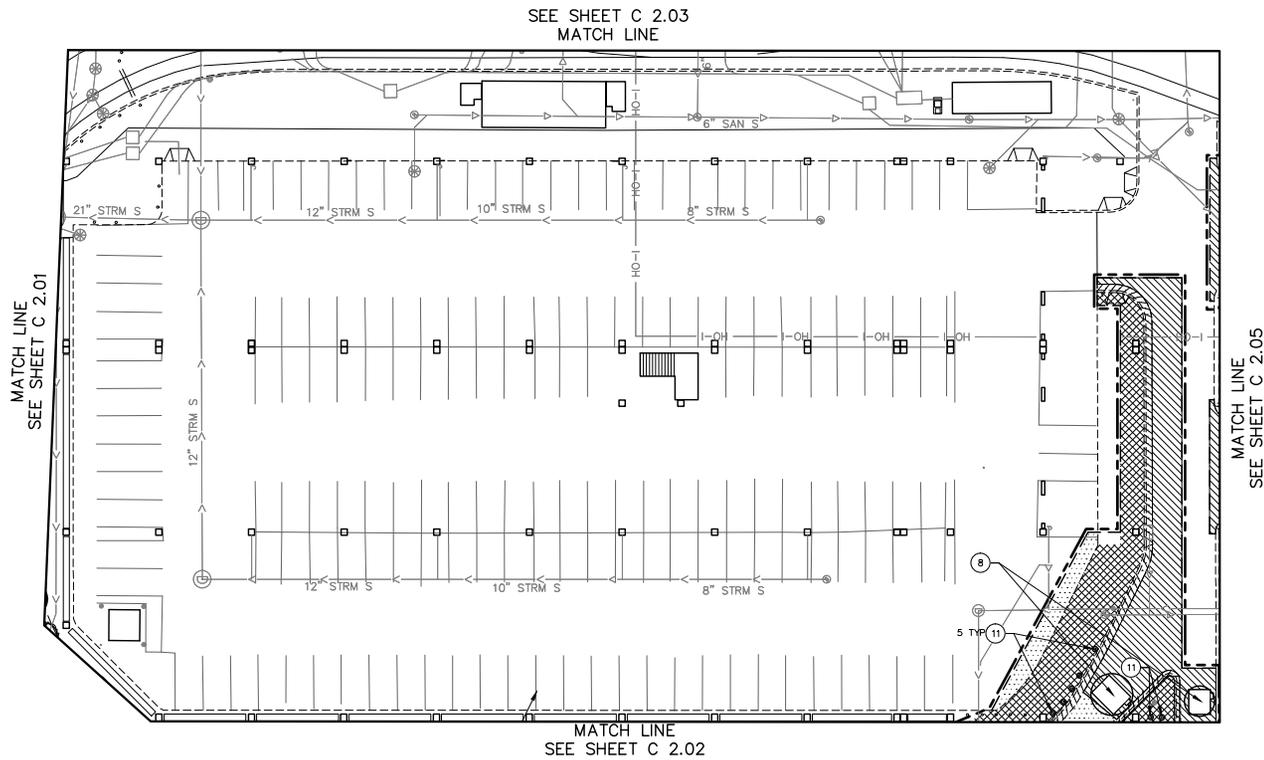
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JUSTIN R. WOFFINDEN, P.E.  
DATE: \_\_\_\_\_ MN LIC. NO. 50995

			<p>MALL OF AMERICA TRANSIT STATION RENOVATIONS EXISTING CONDITIONS AND REMOVALS</p>	<p>PROJECT NO. 62317 SHEET NO. <b>C 2.05</b></p>
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**KEYNOTE LEGEND**

- |                                   |  |                          |
|-----------------------------------|--|--------------------------|
| 1 REMOVE STORM SEWER STRUCTURE    | 9 REMOVE TREE  | 17 REMOVE BUS SHELTERS   |
| 2 REMOVE SANITARY SEWER STRUCTURE | 10 REMOVE GUARD BOOTH                                    | 18 REMOVE RETAINING WALL |
| 3 REMOVE BENCH                    | 11 REMOVE BOLLARD  | 19 REMOVE FENCE          |
| 4 REMOVE STAIRS                   | 12 REMOVE AND RELOCATE TRAFFIC SIGNAL (SEE SIGNAL PLANS) | 20 REMOVE HANDRAIL       |
| 5 REMOVE METAL SCREENING          | 13 REMOVE AND RELOCATE LIGHT POLE (SEE SIGNAL PLANS)     |                          |
| 6 ADJUST COVER TO NEW GRADE       | 14 REMOVE TRAFFIC SIGN                                   |                          |
| 7 REMOVE HYDRANT                  | 15 REMOVE SECURITY GATE                                  |                          |
| 8 REMOVE DRUM BARRIER             | 16 REMOVE AND RELOCATE TRAFFIC BLANKOUT SIGN             |                          |

**LEGEND**

- |  |                               |
|--|-------------------------------|
|  | REMOVE CONCRETE WALK          |
|  | REMOVE CONCRETE PAVEMENT      |
|  | REMOVE BITUMINOUS PAVEMENT    |
|  | REMOVE CONCRETE CURB & GUTTER |
|  | REMOVE RETAINING WALL         |
|  | REMOVE LIGHT BASE             |
|  | REMOVE BOLLARD                |
|  | CLEARING AND GRUBBING         |
|  | SAWCUT                        |
|  | WORK AREA BOUNDARY            |
|  | REMOVE EXISTING UTILITY       |

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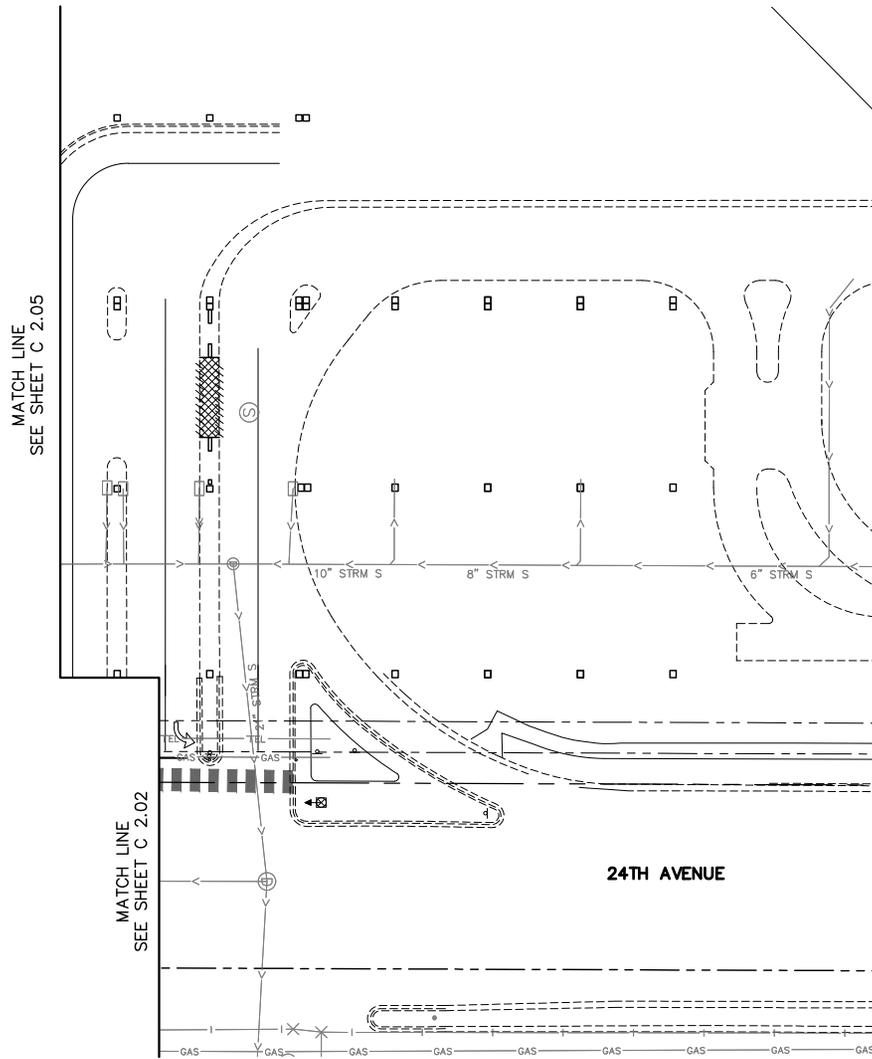
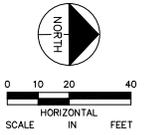
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DRAWN BY: JS	
CHECKED BY: JRW	
DATE: 06/29/2016	



MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
EXISTING CONDITIONS  
AND REMOVALS

PROJECT NO. 62317
SHEET NO. C 2.06

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**KEYNOTE LEGEND**

- ① REMOVE STORM SEWER STRUCTURE
- ② REMOVE SANITARY SEWER STRUCTURE
- ③ REMOVE BENCH
- ④ REMOVE STAIRS
- ⑤ REMOVE METAL SCREENING
- ⑥ ADJUST COVER TO NEW GRADE
- ⑦ REMOVE HYDRANT
- ⑧ REMOVE DRUM BARRIER
- ⑨ REMOVE TREE
- ⑩ REMOVE GUARD BOOTH
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- ⑭ REMOVE TRAFFIC SIGN
- ⑮ REMOVE SECURITY GATE
- ⑯ REMOVE AND RELOCATE TRAFFIC BLANKOUT SIGN
- ⑰ REMOVE BUS SHELTERS
- ⑱ REMOVE RETAINING WALL
- ⑲ REMOVE FENCE
- ⑳ REMOVE HANDRAIL
- ㉑ REMOVE GRATE CASTING AND REPLACE WITH SOLID MANHOLE CASTING

**LEGEND**

- REMOVE CONCRETE WALK
- REMOVE CONCRETE PAVEMENT
- REMOVE BITUMINOUS PAVEMENT
- REMOVE CONCRETE CURB & GUTTER
- REMOVE RETAINING WALL
- REMOVE LIGHT BASE
- REMOVE BOLLARD
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- WORK AREA BOUNDARY
- REMOVE EXISTING UTILITY

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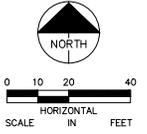
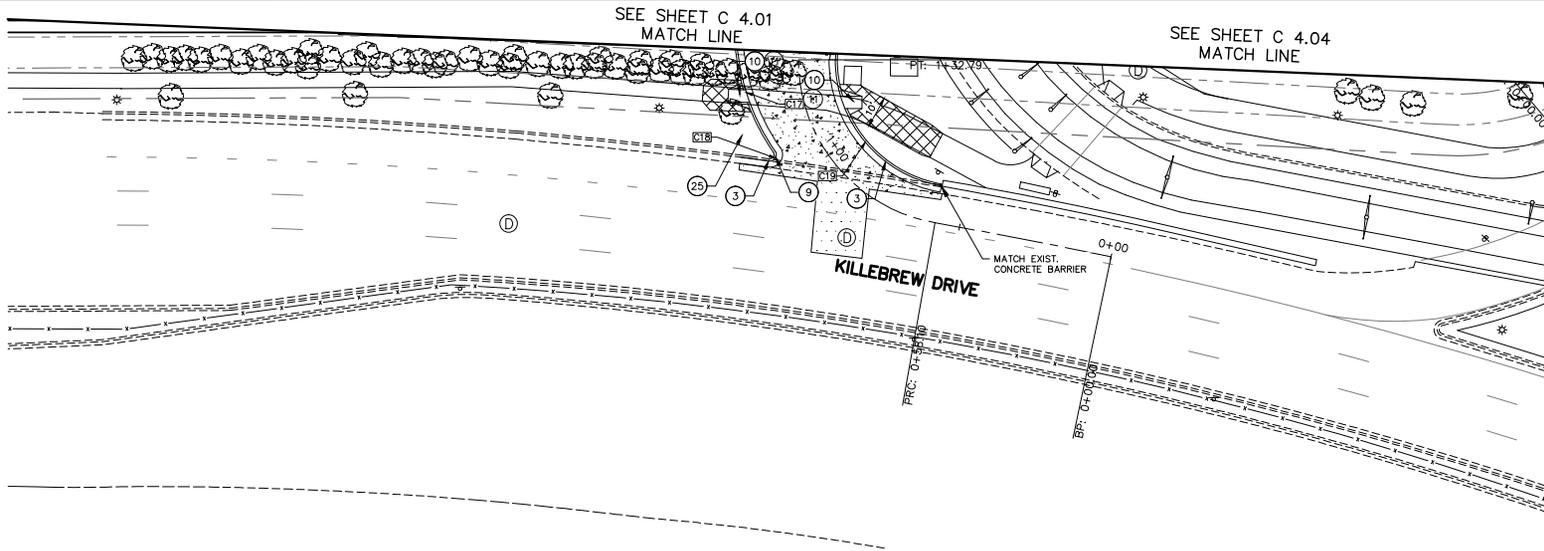
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DATE: 06/29/2016	
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MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
**EXISTING CONDITIONS  
AND REMOVALS**

PROJECT NO. 62317
SHEET NO. <b>C 2.07</b>

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**KEYNOTE LEGEND**

- |                                 |                                 |                                   |   |  |
|---------------------------------|---------------------------------|-----------------------------------|---|--|
| ① B612 STANDARD CURB AND GUTTER | ⑥ MOUNTABLE CURB AND GUTTER     | ⑪ TYPICAL SIDEWALK INSTALLATION   | ⑮ 8 INCH CONCRETE PAVEMENT OVER 4 INCHES OF CLASS 5 AGGREGATE BASE MATERIAL     | ⑳ SECURITY BOOTH                                 |
| ② B618 STANDARD CURB AND GUTTER | ⑦ "BR" CURB AND GUTTER          | ⑫ B6 CONCRETE CURB                | ⑯ 1.5 INCH BITUMINOUS PAVEMENT OVER 8 INCHES OF CLASS 5 AGGREGATE BASE MATERIAL | ㉑ CONCRETE BARRIER, MNDOT DESIGN 8308            |
| ③ B624 STANDARD CURB AND GUTTER | ⑧ VALLEY GUTTER AT INTERSECTION | ⑬ HANDICAP PARKING DETAIL         | ⑰ K4 STEEL PLATE CRASH BEAM BARRIER   | ㉒ SECURITY SCREEN WALL (SEE ARCHITECTURAL PLANS) |
| ④ 2' CONCRETE VALLEY GUTTER     | ⑨ STANDARD DRIVEWAY CURB        | ⑭ 90 PARKING STALL DETAIL         | ⑱ CARD READER   | ㉓ SECURITY ACCESS GATE                           |
| ⑤ MEDIAN NOSE DETAIL            | ⑩ STANDARD SIDEWALK RAMP        | ⑰ TYPICAL CROSS HATCHING MARKINGS | ㉔ BOLLARD (TYP)   | ㉔ OVERHEAD SIGN (SEE SIGN DETAILS)               |

**LEGEND**

- PROPOSED BITUMINOUS PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED COLORED CONCRETE PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED BARRIER WALL
- PROPOSED LIGHT POLE
- PROPOSED CURB AND GUTTER
- PROPOSED ACCESS GATE
- EXISTING CENTERLINE

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**MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
 SITE PLAN  
 TRANSIT STATION**

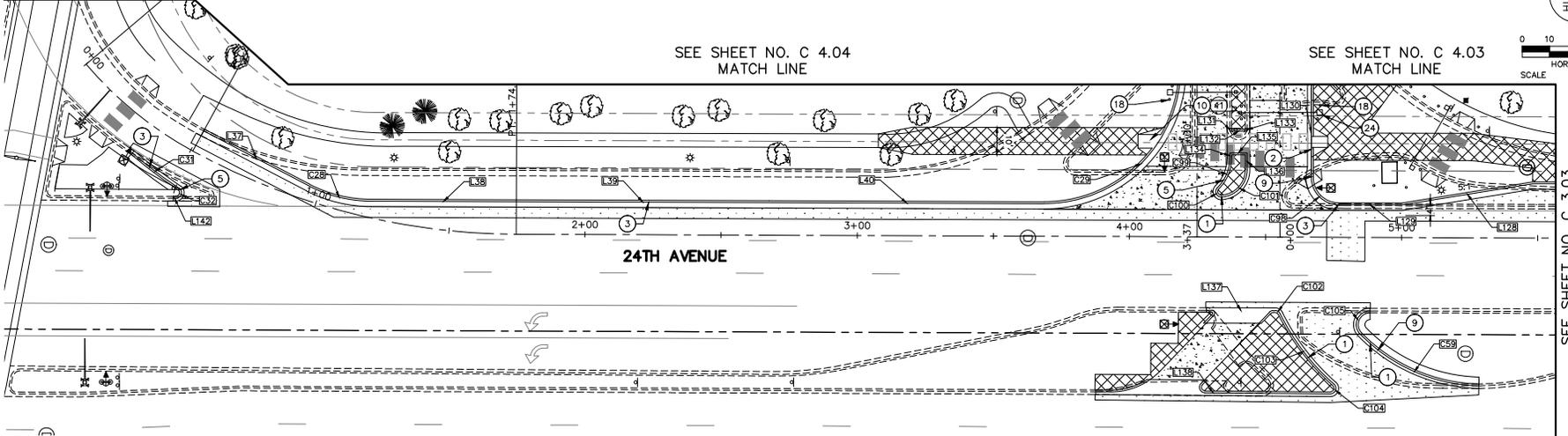
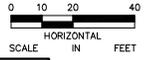
PROJECT NO. 62317
SHEET NO. <b>C 3.01</b>

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SEE SHEET NO. C 4.04  
MATCH LINE

SEE SHEET NO. C 4.03  
MATCH LINE



SEE SHEET NO. C 3.03  
MATCH LINE

**KEYNOTE LEGEND**

- |                                 |                                 |                                   |   |  |
|---------------------------------|---------------------------------|-----------------------------------|---|--|
| ① B612 STANDARD CURB AND GUTTER | ⑥ MOUNTABLE CURB AND GUTTER     | ⑪ TYPICAL SIDEWALK INSTALLATION   | ⑮ 8 INCH CONCRETE PAVEMENT OVER 4 INCHES OF CLASS 5 AGGREGATE BASE MATERIAL     | ⑳ SECURITY BOOTH                                 |
| ② B618 STANDARD CURB AND GUTTER | ⑦ "BR" CURB AND GUTTER          | ⑫ B6 CONCRETE CURB                | ⑯ 1.5 INCH BITUMINOUS PAVEMENT OVER 8 INCHES OF CLASS 5 AGGREGATE BASE MATERIAL | ㉑ CONCRETE BARRIER, MNDOT DESIGN 8308            |
| ③ B624 STANDARD CURB AND GUTTER | ⑧ VALLEY GUTTER AT INTERSECTION | ⑬ HANDICAP PARKING DETAIL         | ⑰ K4 STEEL PLATE CRASH BEAM BARRIER   | ㉒ SECURITY SCREEN WALL (SEE ARCHITECTURAL PLANS) |
| ④ 2' CONCRETE VALLEY GUTTER     | ⑨ STANDARD DRIVEWAY CURB        | ⑭ 90 PARKING STALL DETAIL         | ⑱ CARD READER   | ㉓ SECURITY ACCESS GATE                           |
| ⑤ MEDIAN NOSE DETAIL            | ⑩ STANDARD SIDEWALK RAMP        | ⑰ TYPICAL CROSS HATCHING MARKINGS | ㉔ BOLLARD (TYP)   | ㉕ OVERHEAD SIGN (SEE SIGN DETAILS)               |

**LEGEND**

- PROPOSED BITUMINOUS PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED COLORED CONCRETE PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED BARRIER WALL
- PROPOSED LIGHT POLE
- PROPOSED CURB AND GUTTER
- PROPOSED ACCESS GATE
- EXISTING CENTERLINE

**DRAFT FOR REVIEW - NOT FOR CONSTRUCTION**

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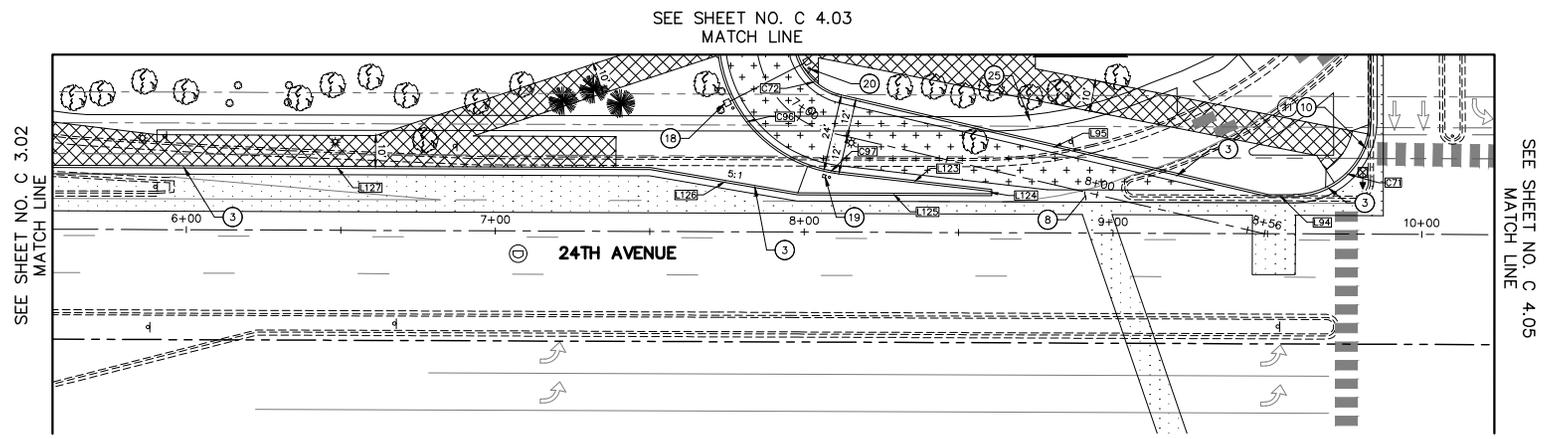
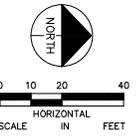
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 MN LIC. NO. 50995



MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
 SITE PLAN  
 TRANSIT STATION

PROJECT NO.  
62317  
 SHEET NO.  
**C 3.02**

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**KEYNOTE LEGEND**

- |                                 |                                 |                                   |   |  |
|---------------------------------|---------------------------------|-----------------------------------|---|--|
| ① B612 STANDARD CURB AND GUTTER | ⑥ MOUNTABLE CURB AND GUTTER     | ⑪ TYPICAL SIDEWALK INSTALLATION   | ⑮ 8 INCH CONCRETE PAVEMENT OVER 4 INCHES OF CLASS 5 AGGREGATE BASE MATERIAL     | ⑳ SECURITY BOOTH                                 |
| ② B618 STANDARD CURB AND GUTTER | ⑦ "BR" CURB AND GUTTER          | ⑫ B6 CONCRETE CURB                | ⑯ 1.5 INCH BITUMINOUS PAVEMENT OVER 8 INCHES OF CLASS 5 AGGREGATE BASE MATERIAL | ㉑ CONCRETE BARRIER, MNDOT DESIGN 8308            |
| ③ B624 STANDARD CURB AND GUTTER | ⑧ VALLEY GUTTER AT INTERSECTION | ⑬ HANDICAP PARKING DETAIL         | ⑰ K4 STEEL PLATE CRASH BEAM BARRIER   | ㉒ SECURITY SCREEN WALL (SEE ARCHITECTURAL PLANS) |
| ④ 2' CONCRETE VALLEY GUTTER     | ⑨ STANDARD DRIVEWAY CURB        | ⑭ 90 PARKING STALL DETAIL         | ⑱ CARD READER   | ㉓ SECURITY ACCESS GATE                           |
| ⑤ MEDIAN NOSE DETAIL            | ⑩ STANDARD SIDEWALK RAMP        | ⑰ TYPICAL CROSS HATCHING MARKINGS | ㉔ BOLLARD (TYP)   | ㉕ OVERHEAD SIGN (SEE SIGN DETAILS)               |

**LEGEND**

- |  |                                    |
|--|------------------------------------|
|  | PROPOSED BITUMINOUS PAVEMENT       |
|  | PROPOSED CONCRETE PAVEMENT         |
|  | PROPOSED COLORED CONCRETE PAVEMENT |
|  | PROPOSED SIDEWALK                  |
|  | PROPOSED BARRIER WALL              |
|  | PROPOSED LIGHT POLE                |
|  | PROPOSED CURB AND GUTTER           |
|  | PROPOSED ACCESS GATE               |
|  | EXISTING CENTERLINE                |

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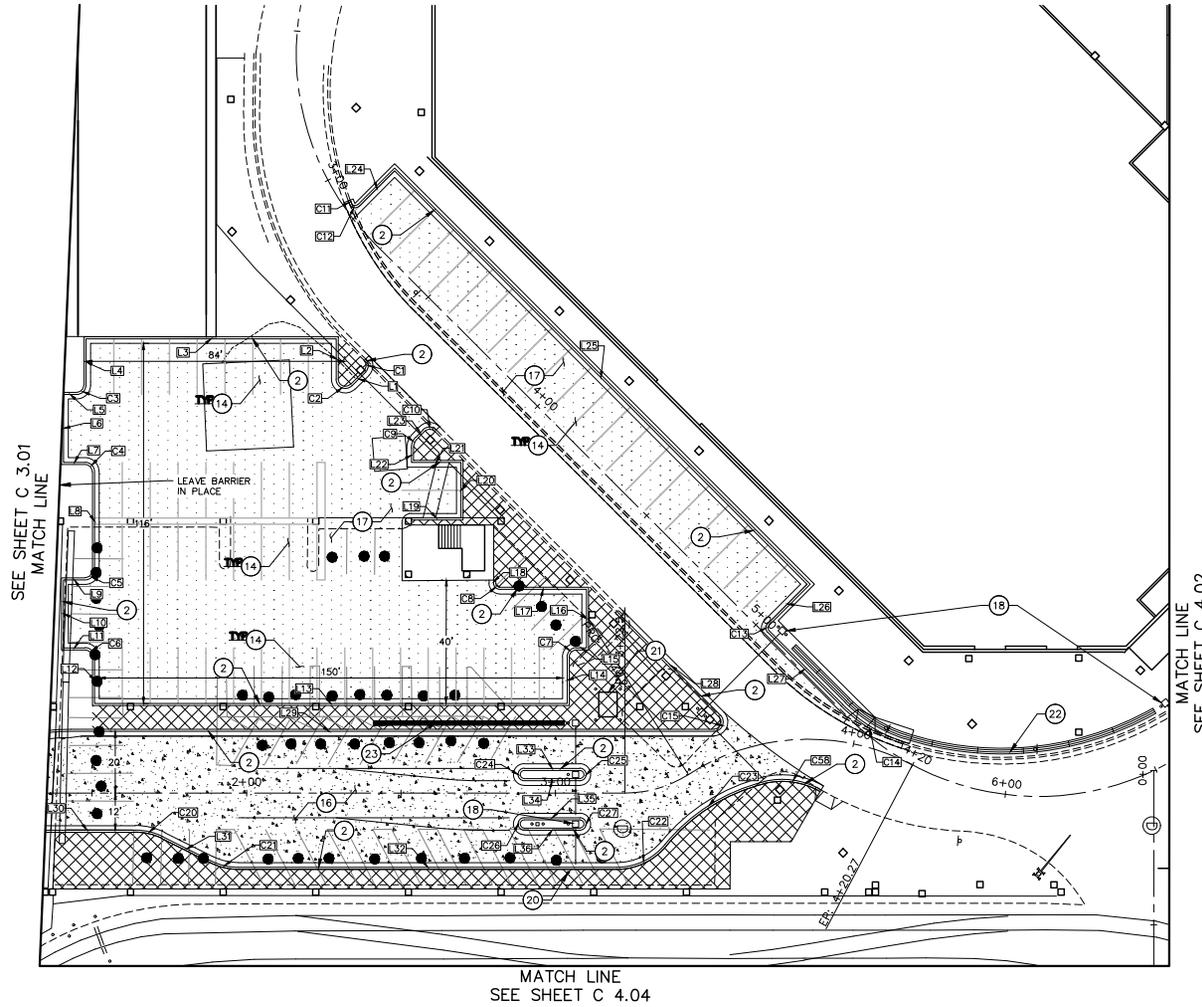
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 DATE: \_\_\_\_\_ MN LIC. NO. 50995



MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
 SITE PLAN  
 TRANSIT STATION

PROJECT NO. 62317  
 SHEET NO. C 3.03

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**KEYNOTE LEGEND**

- ① B612 STANDARD CURB AND GUTTER
- ② B618 STANDARD CURB AND GUTTER
- ③ B624 STANDARD CURB AND GUTTER
- ④ 2' CONCRETE VALLEY GUTTER
- ⑤ MEDIAN NOSE DETAIL
- ⑥ MOUNTABLE CURB AND GUTTER
- ⑦ "BR" CURB AND GUTTER
- ⑧ VALLEY GUTTER AT INTERSECTION
- ⑨ STANDARD DRIVEWAY CURB
- ⑩ STANDARD SIDEWALK RAMP
- ⑪ TYPICAL SIDEWALK INSTALLATION
- ⑫ B6 CONCRETE CURB
- ⑬ HANDICAP PARKING DETAIL
- ⑭ 90° PARKING STALL DETAIL
- ⑮ TYPICAL CROSS HATCHING MARKINGS
- ⑯ 8 INCH CONCRETE PAVEMENT OVER 4 INCHES OF CLASS 5 AGGREGATE BASE MATERIAL
- ⑰ 3 INCH BITUMINOUS PAVEMENT OVER 8 INCHES OF CLASS 5 AGGREGATE BASE MATERIAL
- ⑱ K4 STEEL PLATE CRASH BEAM BARRIER
- ⑲ CARD READER
- ⑳ BOLLARD (TYP)
- ㉑ SECURITY BOOTH
- ㉒ CONCRETE BARRIER
- ㉓ SECURITY SCREEN WALL (SEE ARCHITECTURAL PLANS)

**LEGEND**

- PROPOSED BITUMINOUS PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED COLORED CONCRETE PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED BARRIER WALL
- PROPOSED LIGHT POLE
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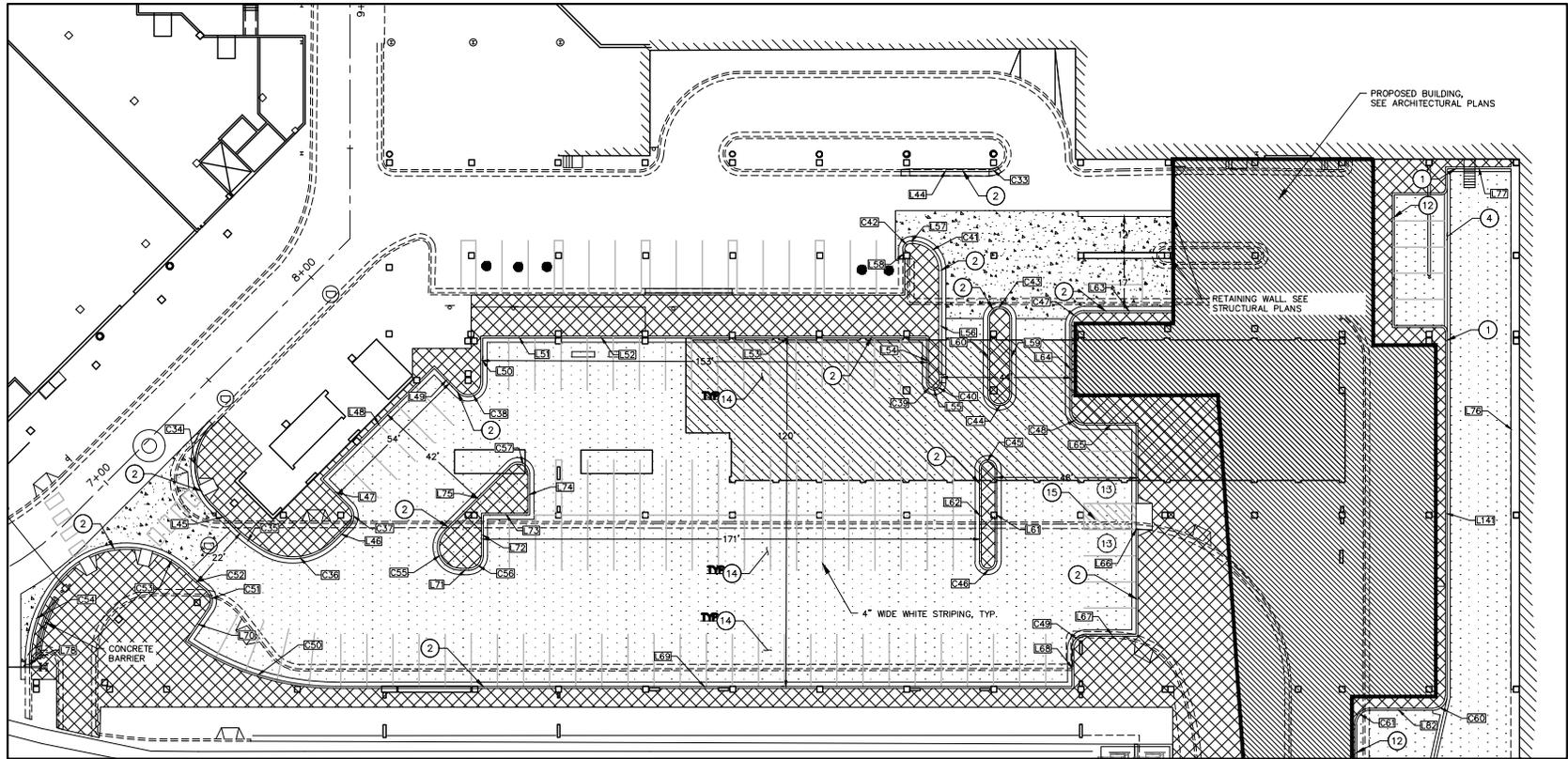


**MALL OF AMERICA  
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 SITE PLAN  
 TRANSIT STATION**

PROJECT NO. 62317
SHEET NO. <b>C 4.01</b>

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SEE SHEET C 4.01  
MATCH LINE



MATCH LINE  
SEE SHEET 4.03

**KEYNOTE LEGEND**

- |                                 |                                 |                                   |   |  |
|---------------------------------|---------------------------------|-----------------------------------|---|--|
| ① B612 STANDARD CURB AND GUTTER | ⑥ MOUNTABLE CURB AND GUTTER     | ⑪ TYPICAL SIDEWALK INSTALLATION   | ⑮ 8 INCH CONCRETE PAVEMENT OVER 4 INCHES OF CLASS 5 AGGREGATE BASE MATERIAL     | ⑳ SECURITY BOOTH                                 |
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| ③ B624 STANDARD CURB AND GUTTER | ⑧ VALLEY GUTTER AT INTERSECTION | ⑬ HANDICAP PARKING DETAIL         | ⑰ K4 STEEL PLATE CRASH BEAM BARRIER   | ㉒ SECURITY SCREEN WALL (SEE ARCHITECTURAL PLANS) |
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| ⑤ MEDIAN NOSE DETAIL            | ⑩ STANDARD SIDEWALK RAMP        | ⑰ TYPICAL CROSS HATCHING MARKINGS | ㉔ BOLLARD (TYP)   | ㉕ OVERHEAD SIGN (SEE SIGN DETAILS)               |

**LEGEND**

- |  |                                    |
|--|------------------------------------|
|  | PROPOSED BITUMINOUS PAVEMENT       |
|  | PROPOSED CONCRETE PAVEMENT         |
|  | PROPOSED COLORED CONCRETE PAVEMENT |
|  | PROPOSED SIDEWALK                  |
|  | PROPOSED BARRIER WALL              |
|  | PROPOSED LIGHT POLE                |
|  | PROPOSED CURB AND GUTTER           |
|  | PROPOSED ACCESS GATE               |
|  | EXISTING CENTERLINE                |

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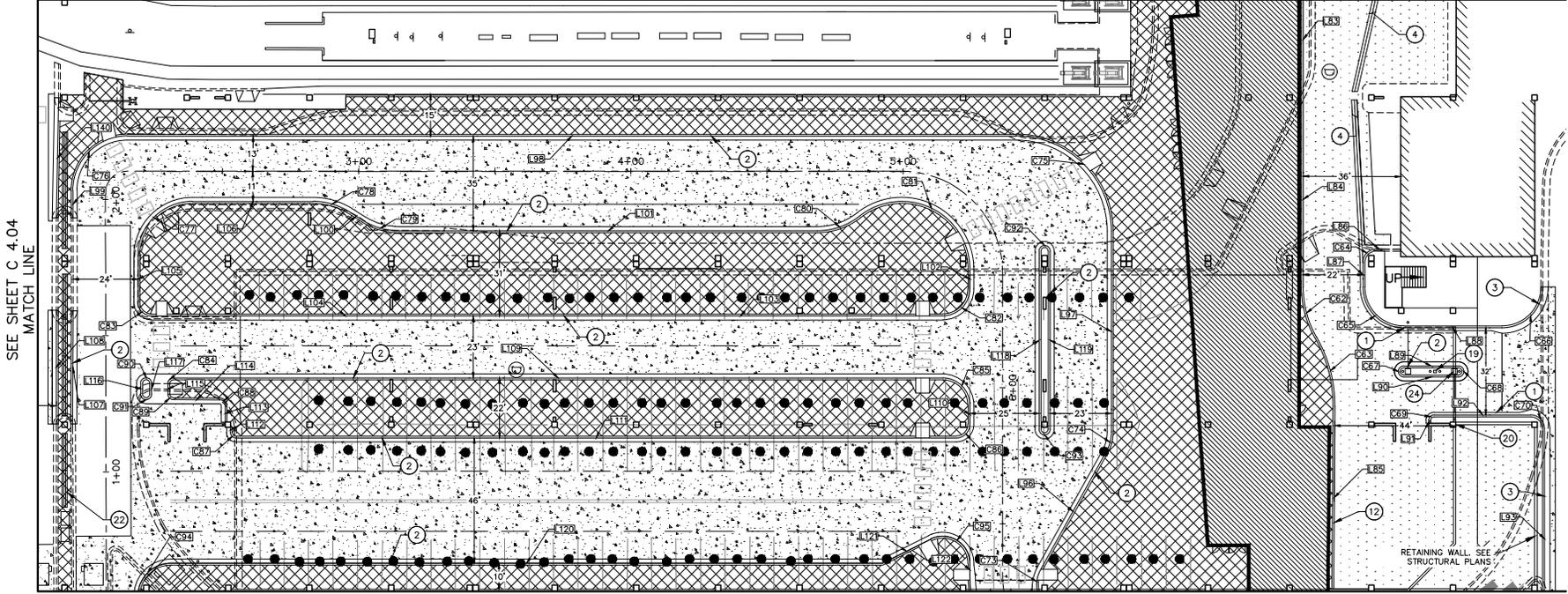
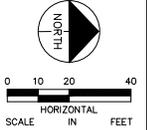
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MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
 SITE PLAN  
 TRANSIT STATION

PROJECT NO. 62317  
 SHEET NO. C 4.02

SEE SHEET C 4.02  
MATCH LINE



SEE SHEET C 4.04  
MATCH LINE

MATCH LINE  
SEE SHEET C 3.02

MATCH LINE  
SEE SHEET C 3.03

**KEYNOTE LEGEND**

- |                                 |                                 |                                   |   |  |
|---------------------------------|---------------------------------|-----------------------------------|---|--|
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| ③ B624 STANDARD CURB AND GUTTER | ⑧ VALLEY CUTTER AT INTERSECTION | ⑬ HANDICAP PARKING DETAIL         | ⑰ K4 STEEL PLATE CRASH BEAM BARRIER   | ㉒ SECURITY SCREEN WALL (SEE ARCHITECTURAL PLANS) |
| ④ 2' CONCRETE VALLEY GUTTER     | ⑨ STANDARD DRIVEWAY CURB        | ⑭ 90 PARKING STALL DETAIL         | ⑱ CARD READER   | ㉓ SECURITY ACCESS GATE                           |
| ⑤ MEDIAN NOSE DETAIL            | ⑩ STANDARD SIDEWALK RAMP        | ⑰ TYPICAL CROSS HATCHING MARKINGS | ㉔ BOLLARD (TYP)   | ㉕ OVERHEAD SIGN (SEE SIGN DETAILS)               |

**LEGEND**

- PROPOSED BITUMINOUS PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED COLORED CONCRETE PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED BARRIER WALL
- PROPOSED LIGHT POLE
- PROPOSED CURB AND GUTTER
- PROPOSED ACCESS GATE
- EXISTING CENTERLINE

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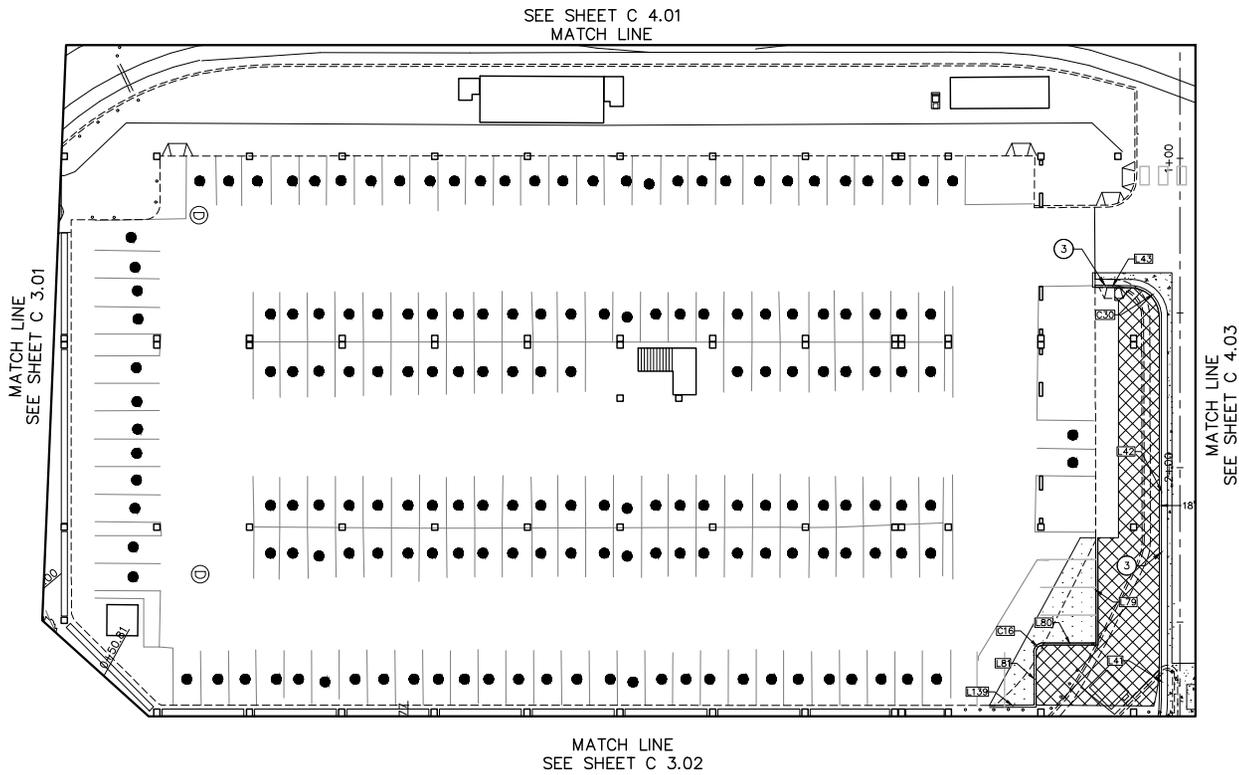


MALL OF AMERICA  
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PROJECT NO. 62317  
SHEET NO. C 4.03

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**KEYNOTE LEGEND**

- |                                 |                                 |                                   |   |  |
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| ⑤ MEDIAN NOSE DETAIL            | ⑩ STANDARD SIDEWALK RAMP        | ⑯ TYPICAL CROSS HATCHING MARKINGS | ㉕ BOLLARD (TYP)   | ㉖ OVERHEAD SIGN (SEE SIGN DETAILS)               |

**LEGEND**

- |  |                                    |
|--|------------------------------------|
|  | PROPOSED BITUMINOUS PAVEMENT       |
|  | PROPOSED CONCRETE PAVEMENT         |
|  | PROPOSED COLORED CONCRETE PAVEMENT |
|  | PROPOSED SIDEWALK                  |
|  | PROPOSED BARRIER WALL              |
|  | PROPOSED LIGHT POLE                |
|  | PROPOSED CURB AND GUTTER           |
|  | PROPOSED ACCESS GATE               |
|  | EXISTING CENTERLINE                |

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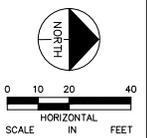
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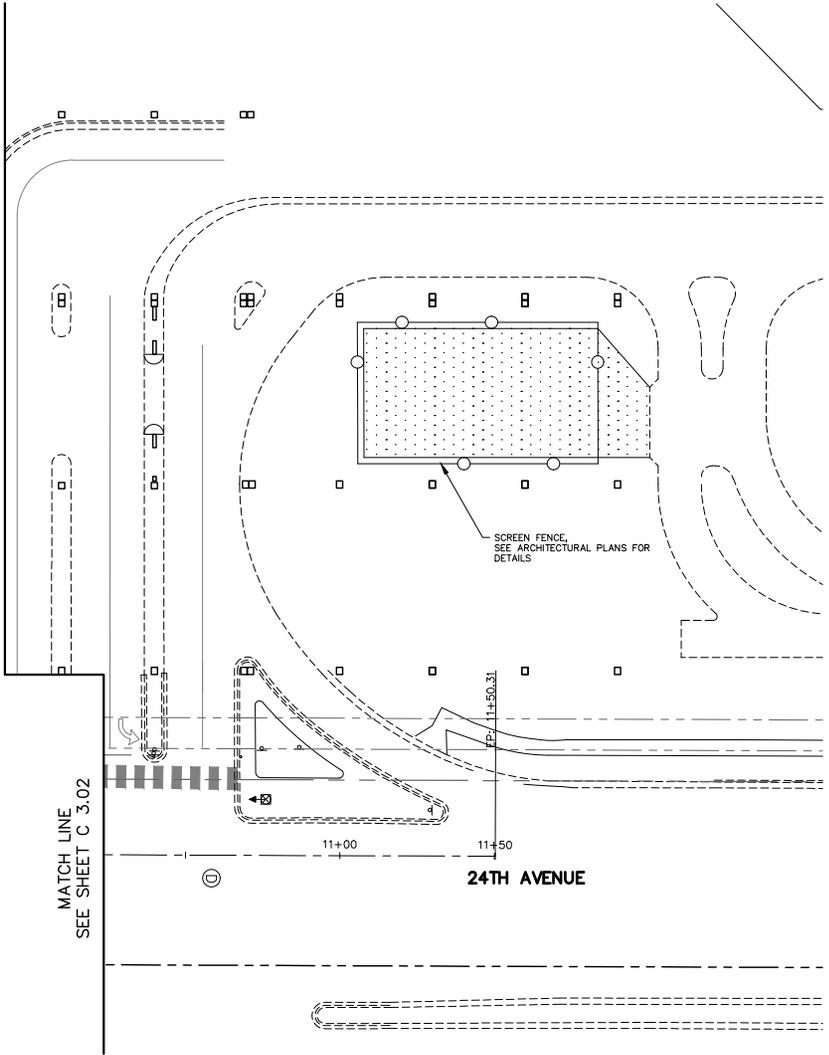
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SHEET NO. C 4.04

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MATCH LINE  
SEE SHEET C 4.03

MATCH LINE  
SEE SHEET C 3.02



SCREEN FENCE,  
SEE ARCHITECTURAL PLANS FOR  
DETAILS

11+50.31  
11+50

24TH AVENUE

**KEYNOTE LEGEND**

- ① B612 STANDARD CURB AND GUTTER
- ② B618 STANDARD CURB AND GUTTER
- ③ B624 STANDARD CURB AND GUTTER
- ④ 2' CONCRETE VALLEY GUTTER
- ⑤ MEDIAN NOSE DETAIL
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- ⑩ STANDARD SIDEWALK RAMP
- ⑪ TYPICAL SIDEWALK INSTALLATION
- ⑫ B6 CONCRETE CURB
- ⑬ HANDICAP PARKING DETAIL
- ⑭ 90 PARKING STALL DETAIL
- ⑮ TYPICAL CROSS HATCHING MARKINGS
- ⑯ 8 INCH CONCRETE PAVEMENT OVER 4 INCHES OF CLASS 5 AGGREGATE BASE MATERIAL
- ⑰ 3 INCH BITUMINOUS PAVEMENT OVER 8 INCHES OF CLASS 5 AGGREGATE BASE MATERIAL
- ⑱ K4 STEEL PLATE CRASH BEAM BARRIER
- ⑲ CARD READER
- ⑳ BOLLARD (TYP)
- ㉑ SECURITY BOOTH
- ㉒ CONCRETE BARRIER
- ㉓ SECURITY SCREEN WALL (SEE ARCHITECTURAL PLANS)

**LEGEND**

- PROPOSED BITUMINOUS PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED COLORED CONCRETE PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED BARRIER WALL
- PROPOSED LIGHT POLE
- PROPOSED CURB AND GUTTER
- PROPOSED ACCESS GATE
- EXISTING CENTERLINE

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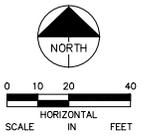
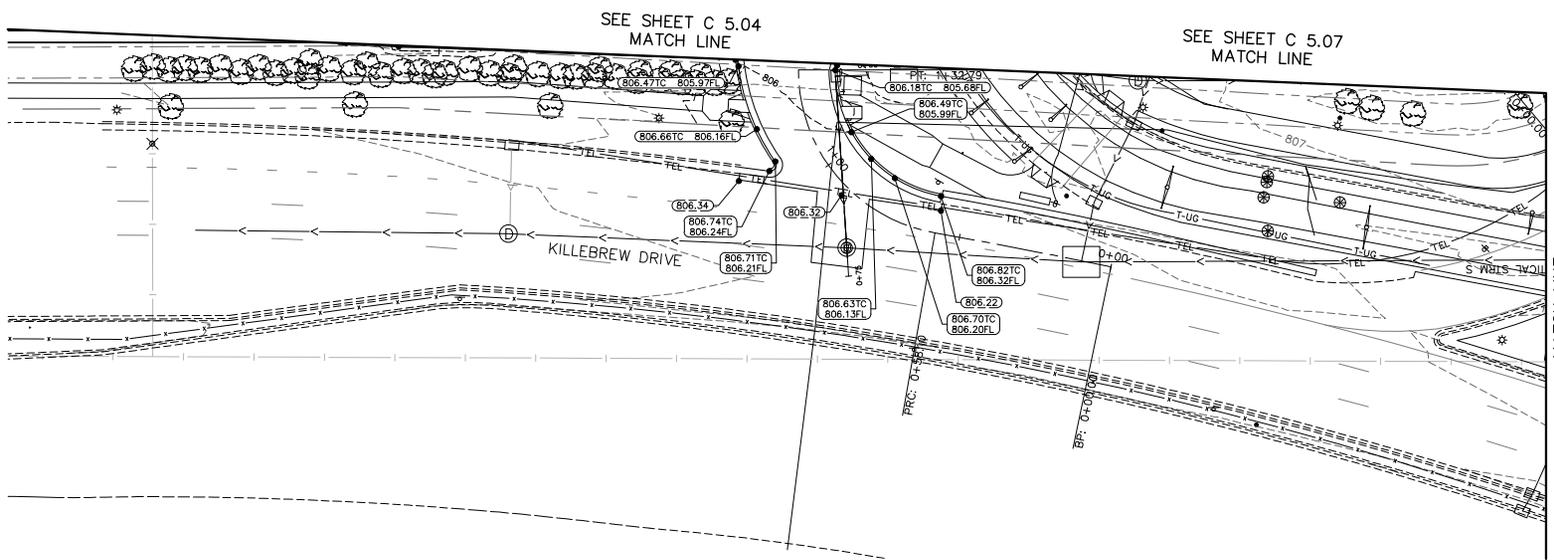
JUSTIN R. WOFFINDEN, P.E.  
 DATE: \_\_\_\_\_ MN LIC. NO. 50995



MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
 SITE PLAN  
 TRANSIT STATION

PROJECT NO.  
62317  
 SHEET NO.  
**C 4.05**

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MATCH LINE  
SEE SHEET C 5.02

SEE SHEET C 5.04  
MATCH LINE

SEE SHEET C 5.07  
MATCH LINE

**WARNING:**

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**LEGEND**

- (805.69) EXISTING ELEVATION
- (806.53) PROPOSED ELEVATION
- 833- EXISTING CONTOUR
- 833- PROPOSED CONTOUR
- - - - PROPOSED DRAINAGE DIVIDE

**DRAFT FOR REVIEW - NOT FOR CONSTRUCTION**

NO.	DATE	DESCRIPTION OF REVISIONS	APP.

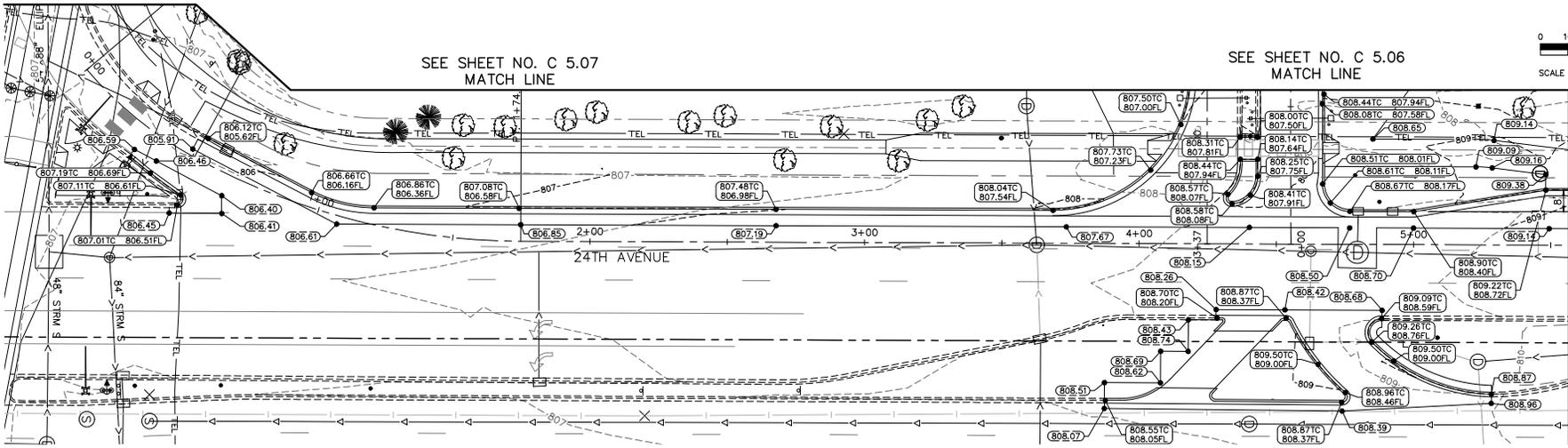
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DATE:	06/29/2016	
DATE:	06/29/2016	JUSTIN R. WOFFINDEN, P.E. MN LIC. NO. 50995

			MALL OF AMERICA TRANSIT STATION RENOVATIONS GRADING AND DRAINAGE KILLEBREW DRIVE	PROJECT NO. 62317 SHEET NO. <b>C 5.01</b>
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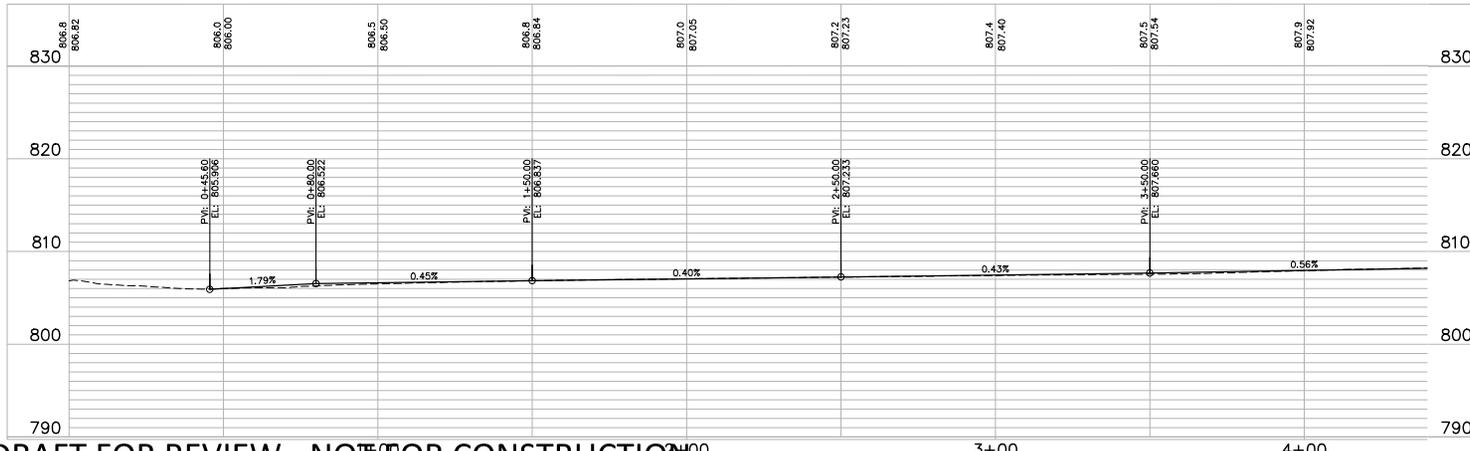
SEE SHEET NO. C 5.01  
MATCH LINE

SEE SHEET NO. C 5.07  
MATCH LINE

SEE SHEET NO. C 5.06  
MATCH LINE



SEE SHEET NO. C 5.03  
MATCH LINE



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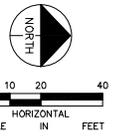
JUSTIN R. WOFFINDEN, P.E.  
DATE: 06/29/2016 MN LIC. NO. 50995

MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
GRADING AND DRAINAGE  
24TH AVENUE SOUTH

PROJECT NO.  
62317  
SHEET NO.  
**C 5.02**

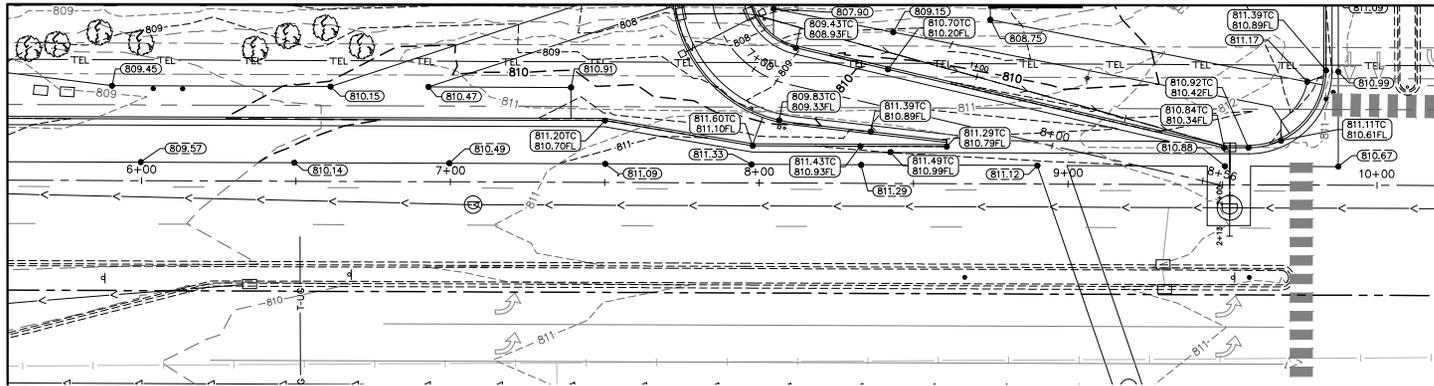
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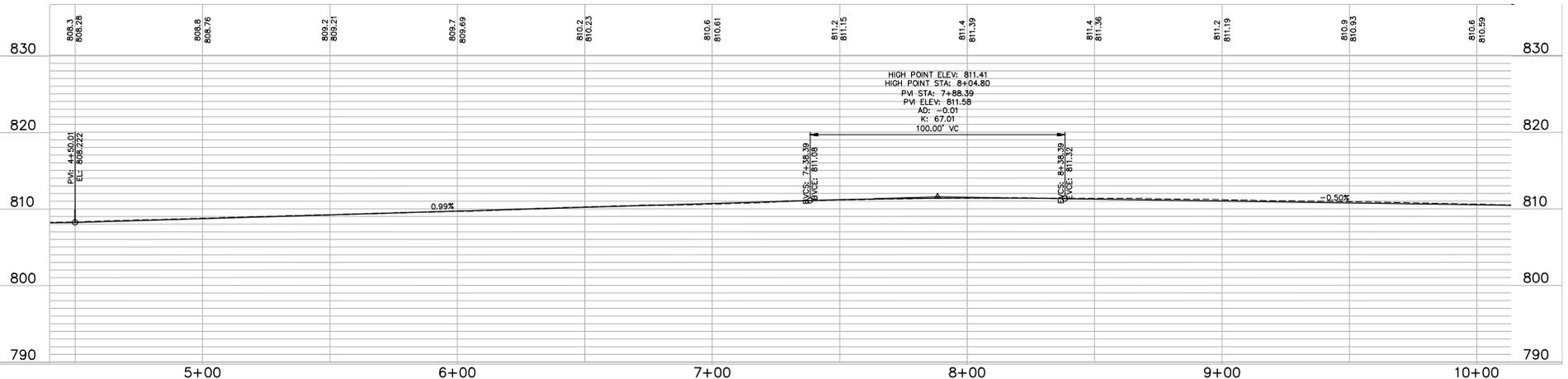
SEE SHEET NO. C 5.06  
MATCH LINE

SEE SHEET NO. C 5.02  
MATCH LINE



**LEGEND**

- EXISTING ELEVATION
- PROPOSED ELEVATION
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED DRAINAGE DIVIDE



**DRAFT FOR REVIEW - NOT FOR CONSTRUCTION**

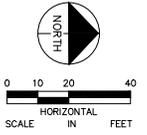
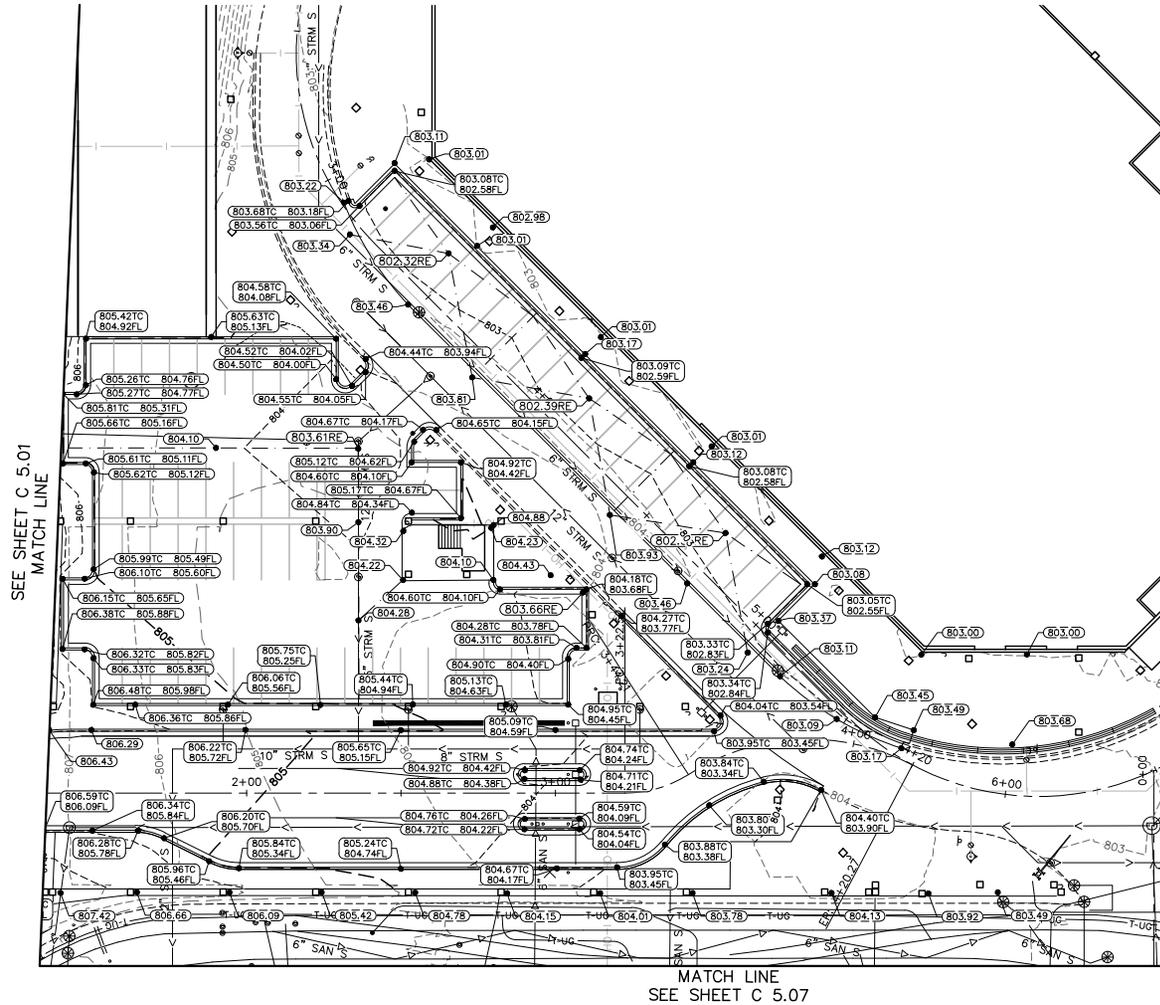
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MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
GRADING AND DRAINAGE  
24TH AVENUE SOUTH

PROJECT NO.	62317
SHEET NO.	C 5.03

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SEE SHEET C 5.01  
MATCH LINE

MATCH LINE  
SEE SHEET C 5.05

MATCH LINE  
SEE SHEET C 5.07

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- (806.53) PROPOSED ELEVATION
- 833- EXISTING CONTOUR
- 833- PROPOSED CONTOUR
- - - - - PROPOSED DRAINAGE DIVIDE

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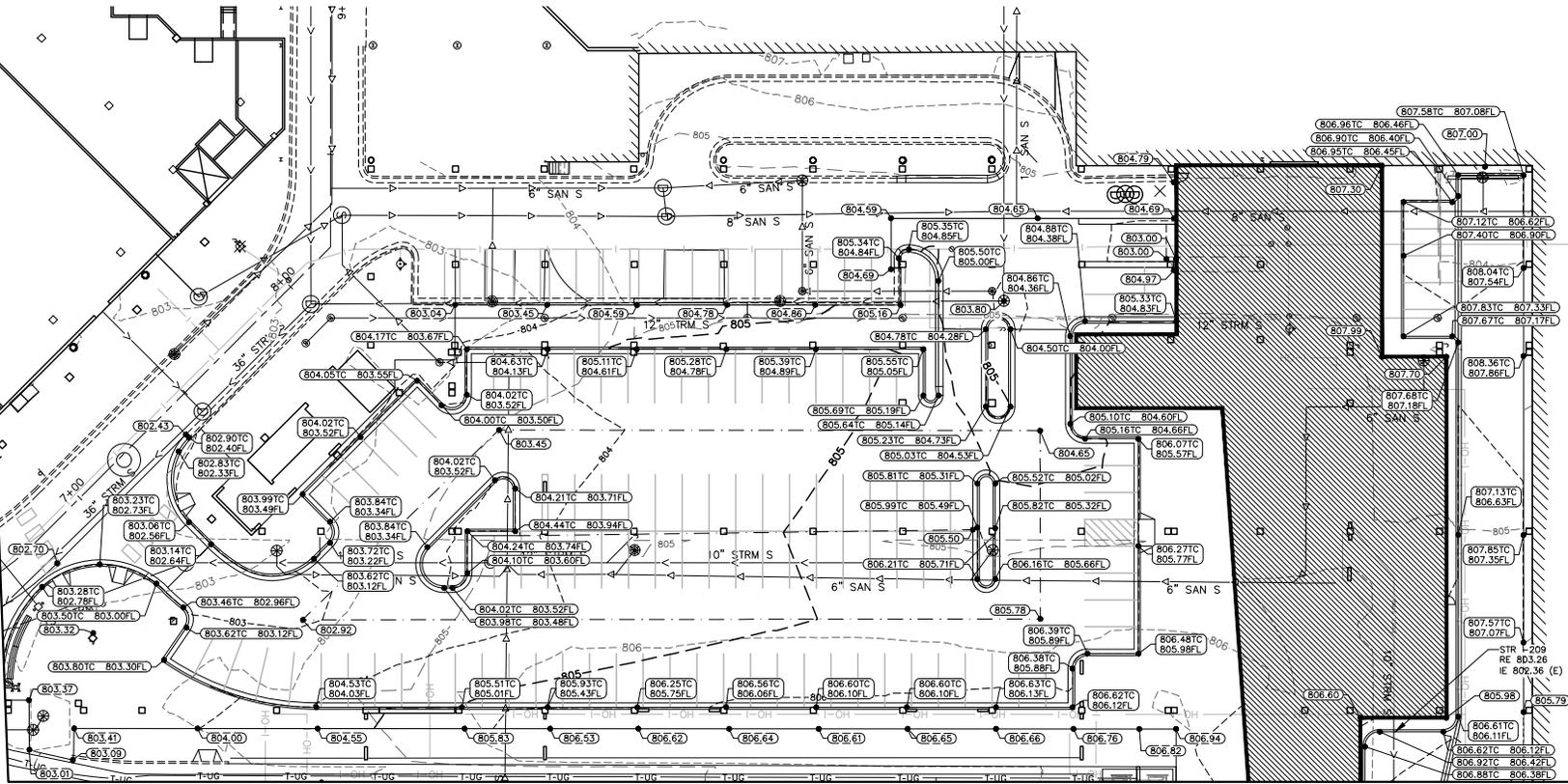
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			<b>MALL OF AMERICA TRANSIT STATION RENOVATIONS GRADING AND DRAINAGE TRANSIT STATION</b>	<table border="1"> <tr> <td>PROJECT NO.</td> <td>62317</td> </tr> <tr> <td>SHEET NO.</td> <td>C 5.04</td> </tr> </table>	PROJECT NO.	62317	SHEET NO.	C 5.04
PROJECT NO.	62317							
SHEET NO.	C 5.04							

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SEE SHEET C 5.04  
MATCH LINE



MATCH LINE  
SEE SHEET C 5.06

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- (806.53) PROPOSED ELEVATION
- - - 833 - - - EXISTING CONTOUR
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- - - - - PROPOSED DRAINAGE DIVIDE

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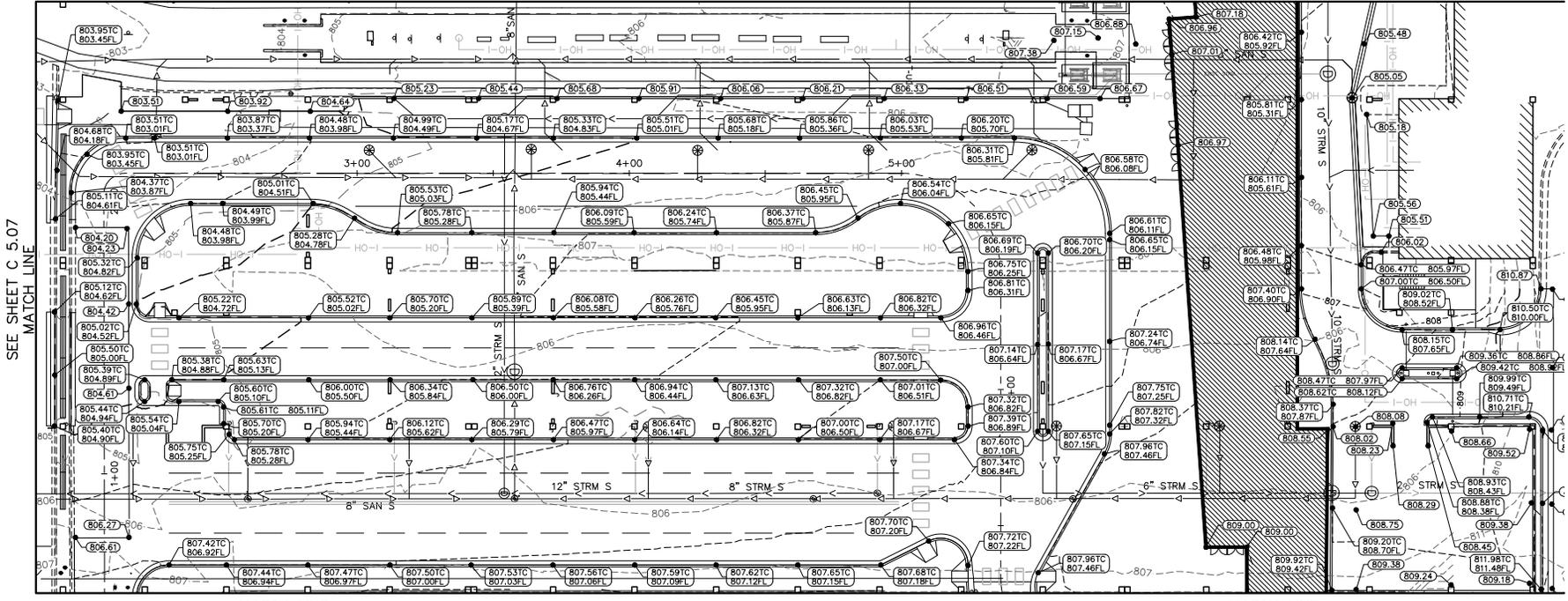
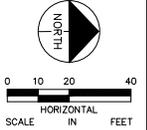
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MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
GRADING AND DRAINAGE  
TRANSIT STATION

PROJECT NO.	62317
SHEET NO.	C 5.05

SEE SHEET C 5.05  
MATCH LINE



SEE SHEET C 5.07  
MATCH LINE

MATCH LINE  
SEE SHEET C 5.02

MATCH LINE  
SEE SHEET C 5.03

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MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
GRADING AND DRAINAGE  
TRANSIT STATION

PROJECT NO.	62317
SHEET NO.	C 5.06

**WARNING:**

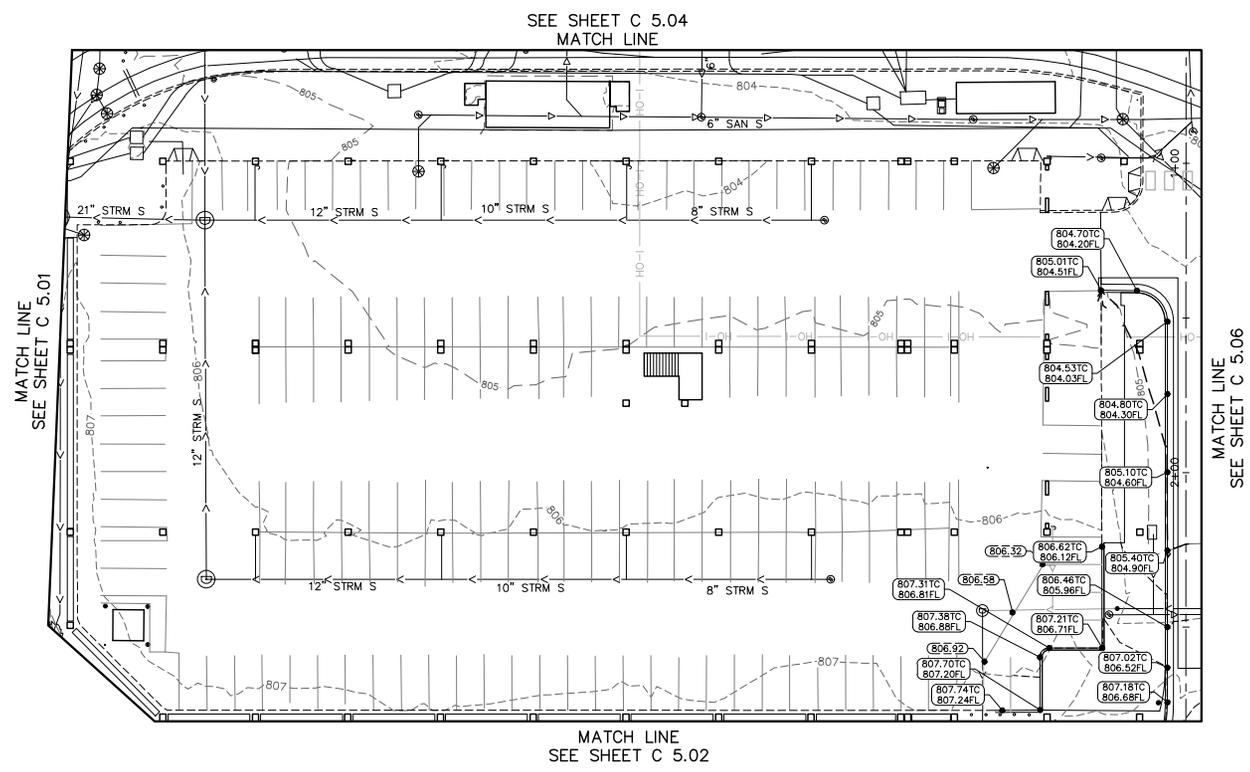
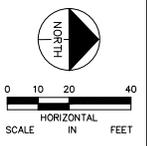
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- 833- PROPOSED CONTOUR
- PROPOSED DRAINAGE DIVIDE

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- PROPOSED ELEVATION
- EXISTING CONTOUR
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- PROPOSED DRAINAGE DIVIDE

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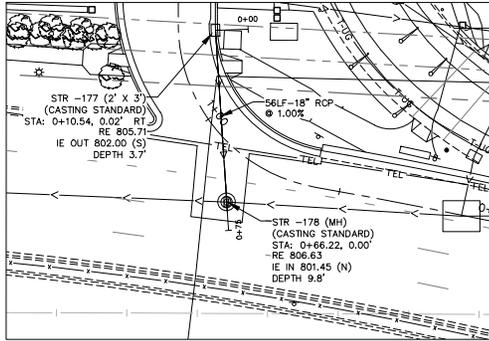
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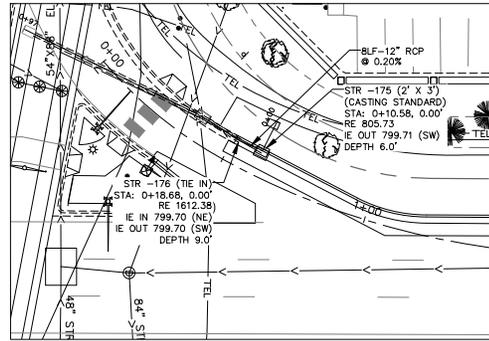
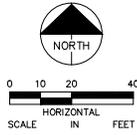
MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
 GRADING AND DRAINAGE  
 TRANSIT STATION

PROJECT NO.	62317
SHEET NO.	C 5.07

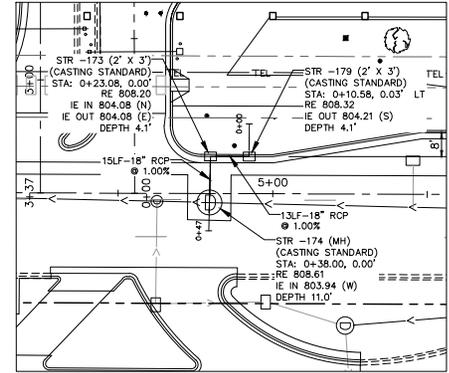
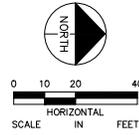
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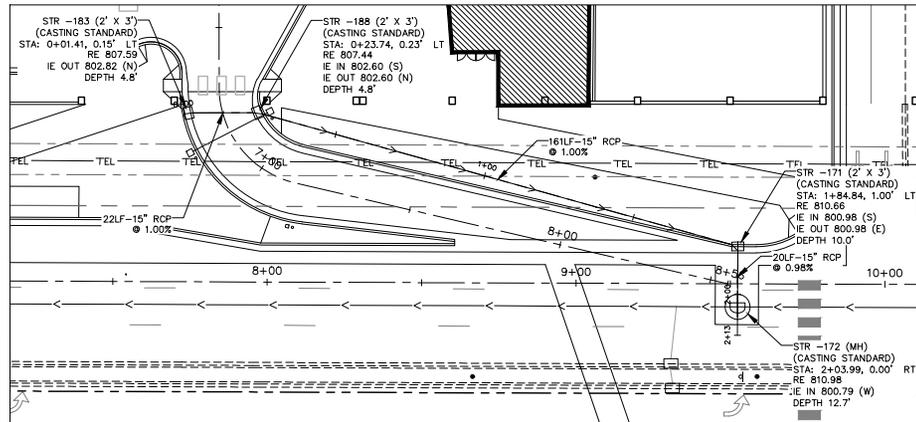
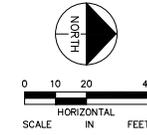
STORM SEWER - KILLEBREW DR



STORM SEWER - 24TH AVE AND KILLEBREW DR



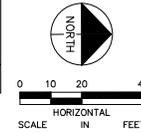
STORM SEWER - 24TH AVE AT BUS PLAZA



STORM SEWER - 24TH AVE AND 82ND ST

NOTES:

- REFER TO SHEET C5.09 FOR STORM SEWER PROFILES.
- REFER TO GRADING AND DRAINAGE SHEETS C5.01-C5.07 FOR SURFACE ELEVATIONS.



DRAFT FOR REVIEW - NOT FOR CONSTRUCTION

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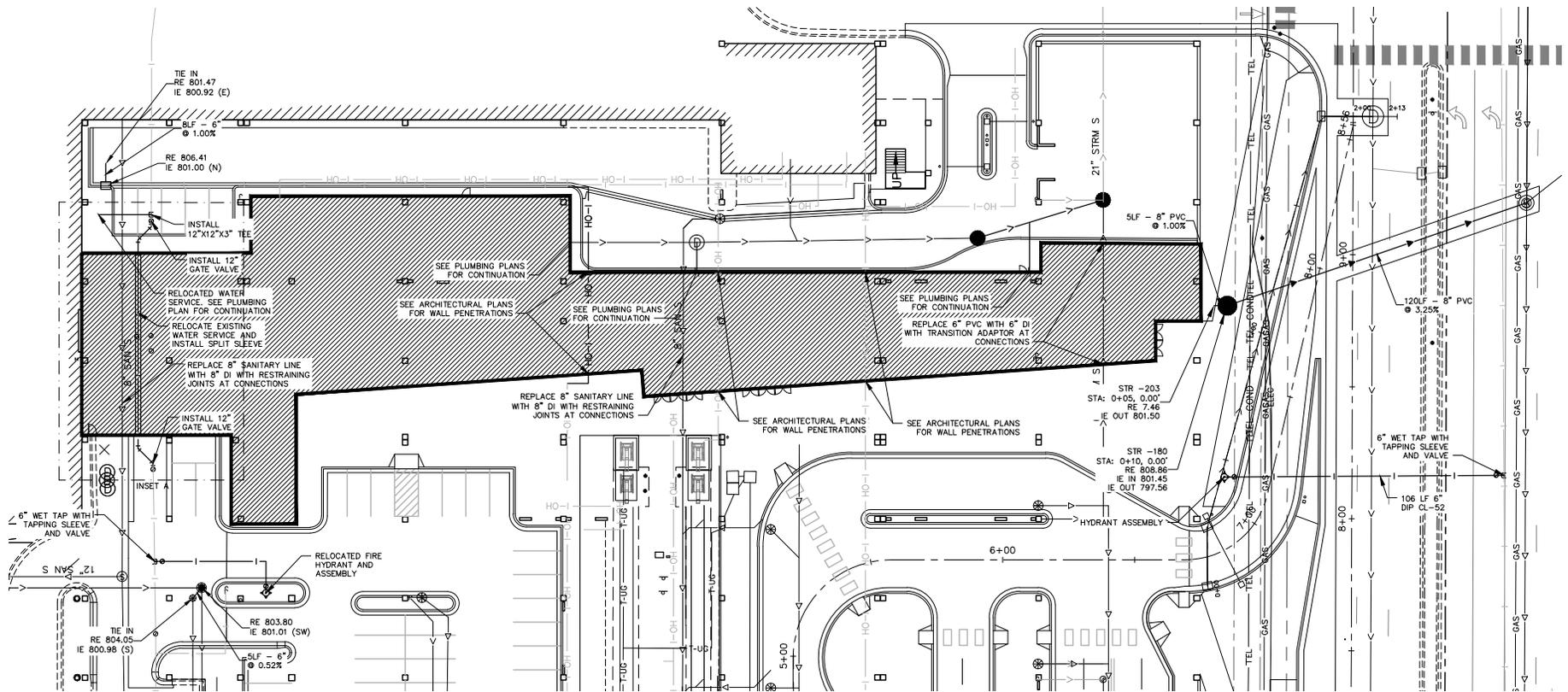
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		MN LIC. NO. 50995



MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
GRADING AND DRAINAGE  
STORM SEWER PLAN

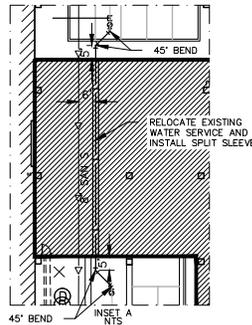
PROJECT NO.	62317
SHEET NO.	C 5.08

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**WARNING:**

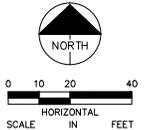
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**NOTES**

1. PROVIDE TIE-IN LOCATIONS FOR PROPOSED UTILITIES AS REQUIRED FOR THE PROPOSED TRANSIT BUILDING.
2. PROVIDE NECESSARY INVERT INFORMATION FOR THE REQUIRED TIE-IN LOCATIONS FOR PROPOSED UTILITIES.
3. REFER TO SHEET C6.02 FOR ADDITIONAL PROPOSED SANITARY SEWER.
4. REFER TO SHEET C6.03 FOR SANITARY SEWER SERVICE CONNECTION PROFILE.

**LEGEND**



**DRAFT FOR REVIEW - NOT FOR CONSTRUCTION**

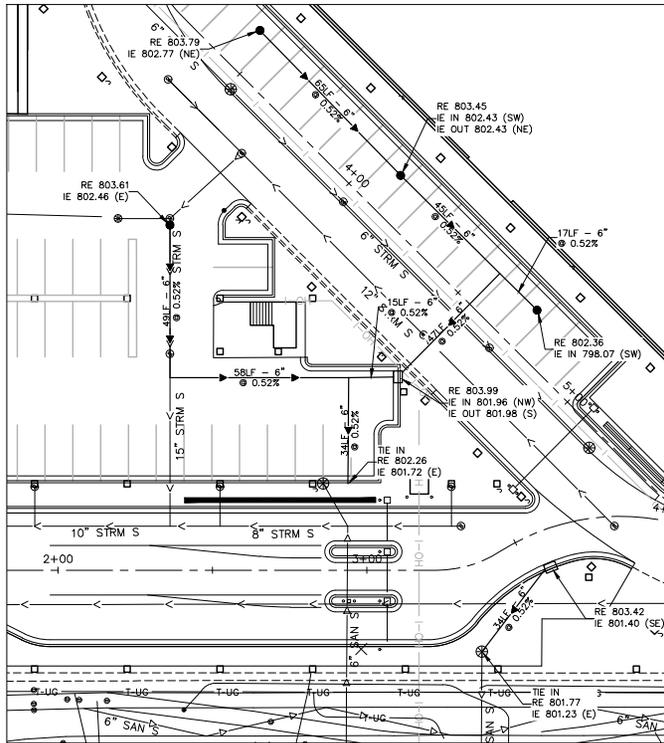
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		MN LIC. NO. 50995

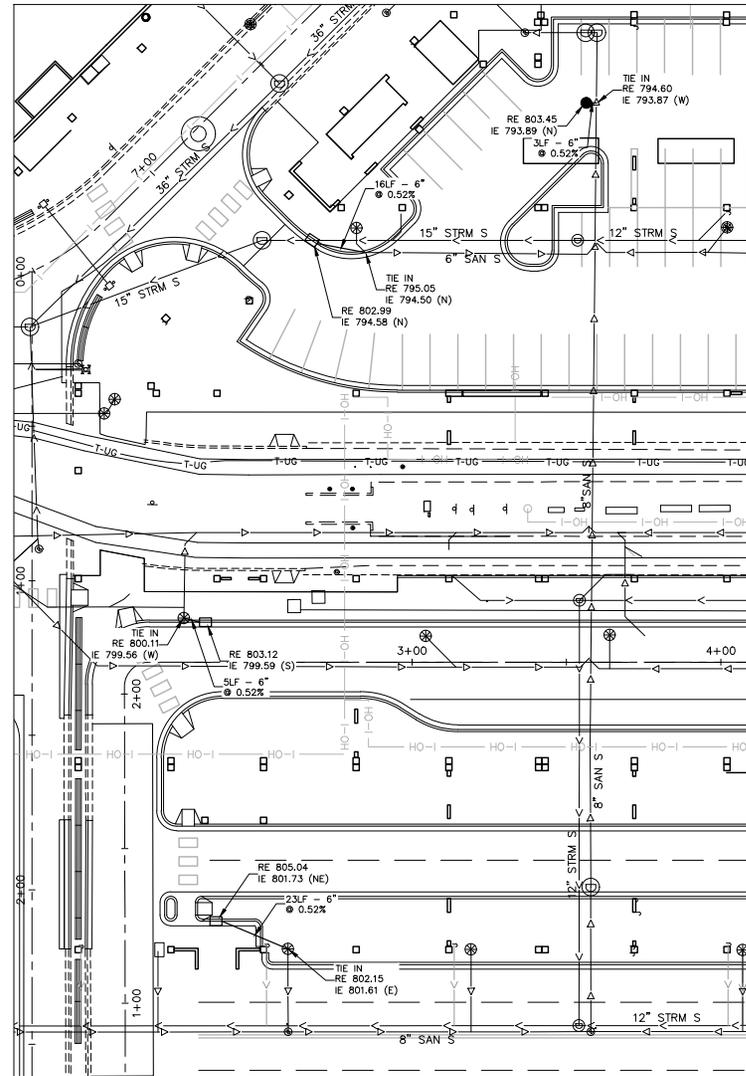
MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
UTILITY PLAN  
TRANSIT STATION

PROJECT NO.	62317
SHEET NO.	C 6.01

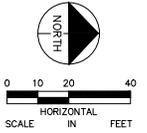
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SOUTHWEST PARKING STRUCTURE



BUS PLAZA



**LEGEND**

- PROPOSED BITUMINOUS PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED COLORED CONCRETE PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED BARRIER WALL
- PROPOSED LIGHT POLE
- PROPOSED CURB AND GUTTER
- PROPOSED ACCESS GATE
- EXISTING CENTERLINE

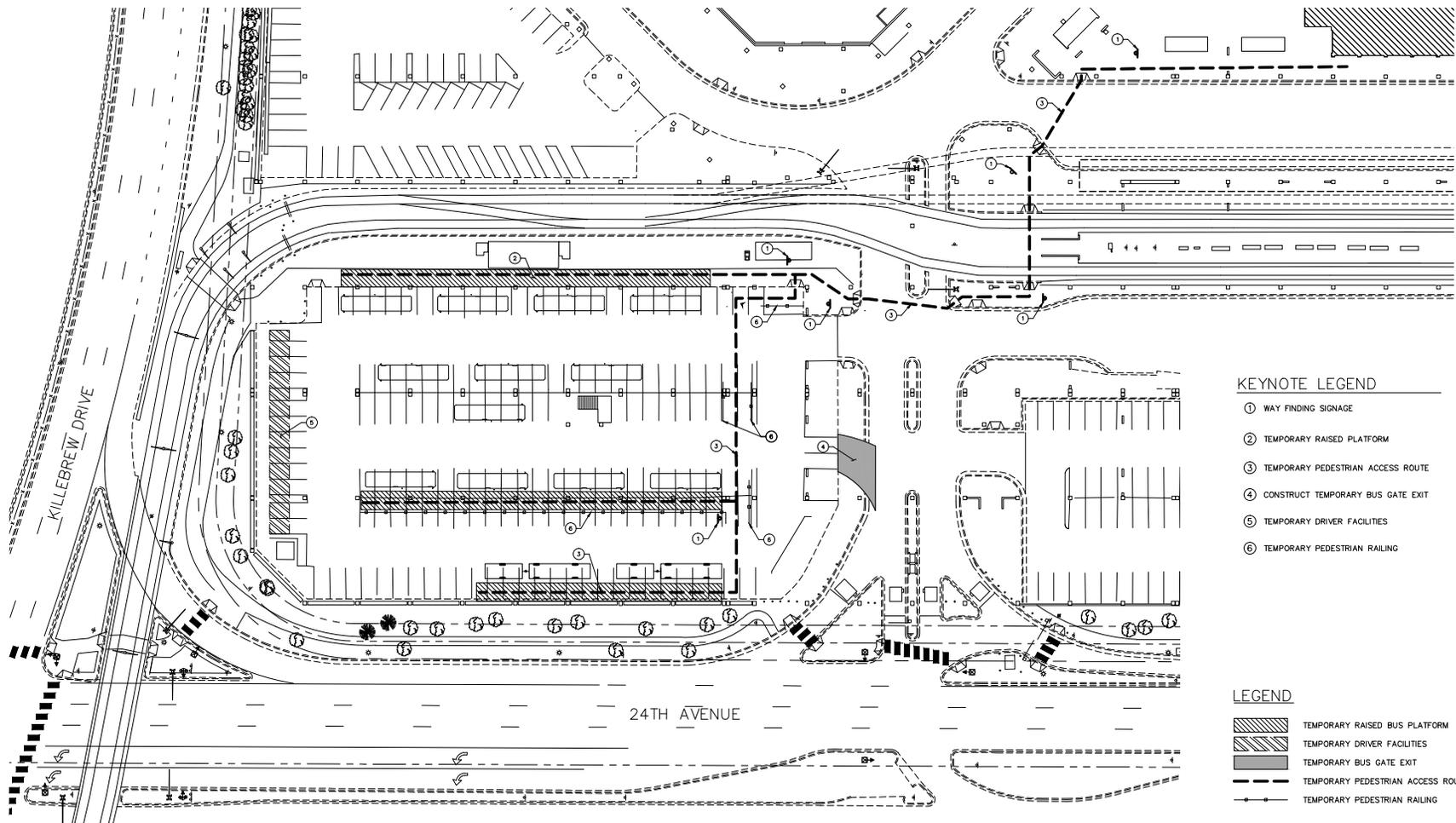
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NO.	DATE	DESCRIPTION OF REVISIONS	APP.

DESIGNED BY:	RQ	I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
DRAWN BY:	RQ	
CHECKED BY:	JRW	
DATE:	06/29/2016	
DESIGNED BY:	JUSTIN R. WOFFINDEN, P.E.	MNLIC. NO. 50995
DATE:	06/29/2016	

			<p>MALL OF AMERICA TRANSIT STATION RENOVATIONS UTILITY PLAN TRANSIT STATION</p>	<p>PROJECT NO. 160400057 SHEET NO. <b>C 6.02</b></p>
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**KEYNOTE LEGEND**

- ① WAY FINDING SIGNAGE
- ② TEMPORARY RAISED PLATFORM
- ③ TEMPORARY PEDESTRIAN ACCESS ROUTE
- ④ CONSTRUCT TEMPORARY BUS GATE EXIT
- ⑤ TEMPORARY DRIVER FACILITIES
- ⑥ TEMPORARY PEDESTRIAN RAILING

**LEGEND**

- TEMPORARY RAISED BUS PLATFORM
- TEMPORARY DRIVER FACILITIES
- TEMPORARY BUS GATE EXIT
- TEMPORARY PEDESTRIAN ACCESS ROUTE
- TEMPORARY PEDESTRIAN RAILING

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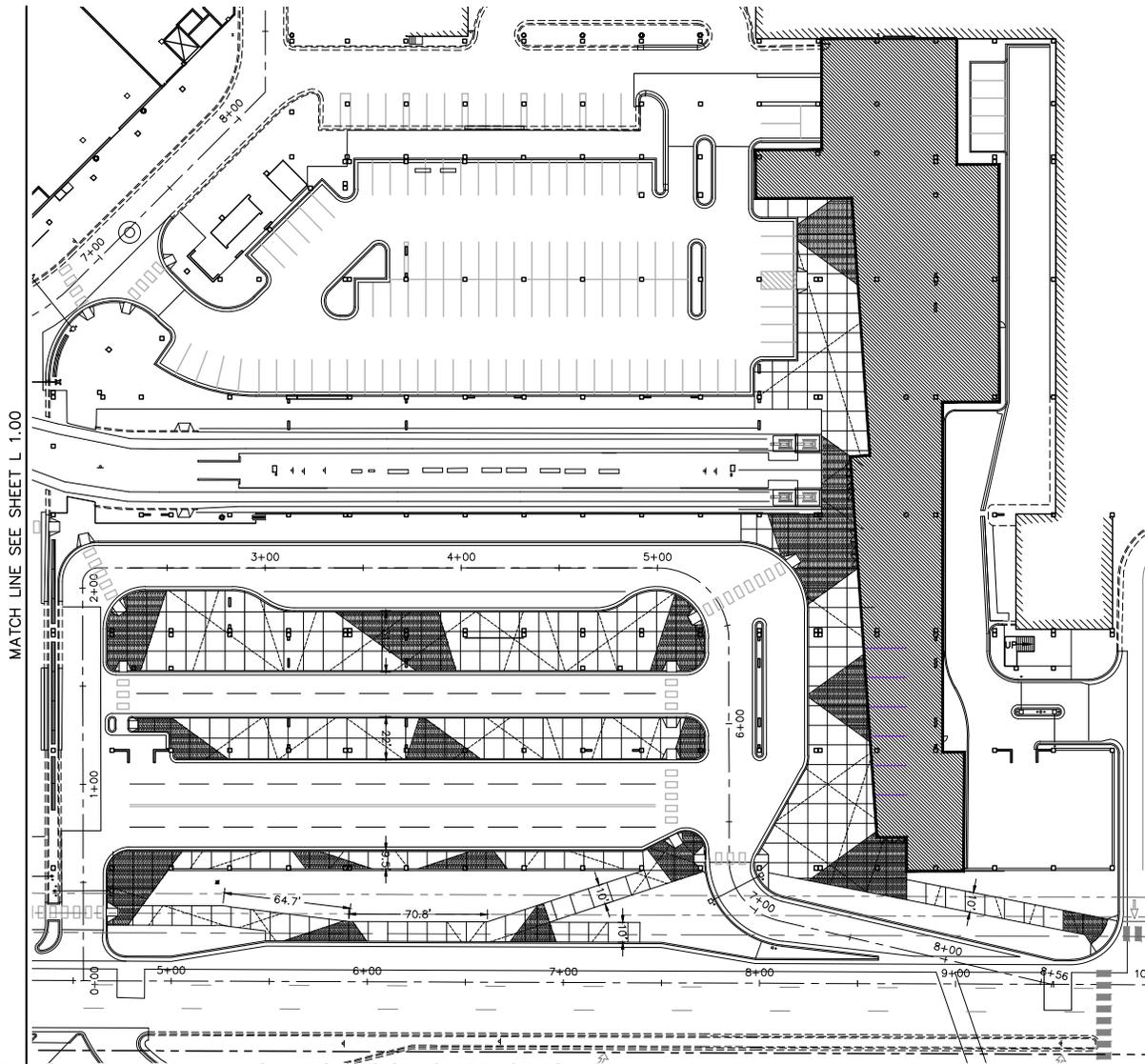
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DRAWN BY: JS	
CHECKED BY: JRW	
DATE: 06/29/2016	



MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
TEMPORARY BUS GATES

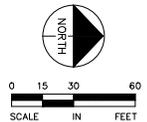
PROJECT NO.	62317
SHEET NO.	C 7.01

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- LEGEND**
-  SPECIAL CONCRETE
  -  CONTROL JOINT
  -  DECORATIVE JOINT
  -  EXISTING COLUMN

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

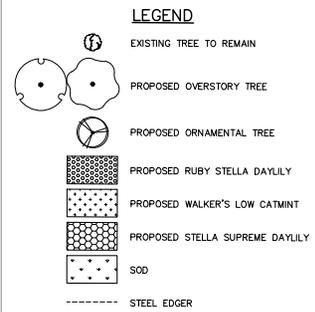
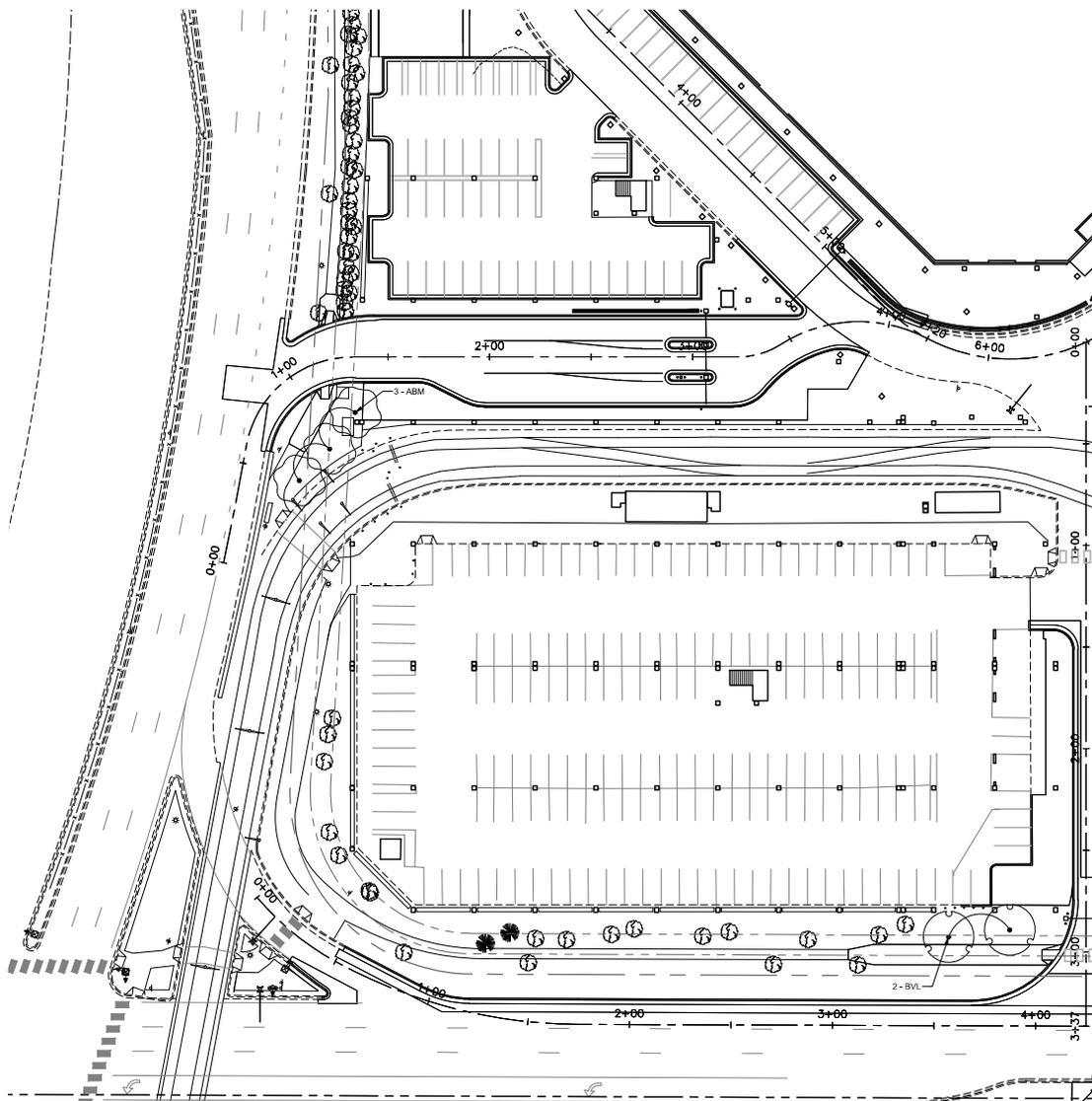
JENNIFER L. KRANTZ  
 DATE: MN LIC. NO. 50576



MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
 URBAN DESIGN PLAN

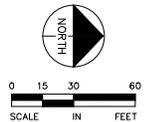
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**GENERAL LANDSCAPE NOTES:**

1. VERIFY ALL LANDSCAPE IMPROVEMENTS WITH REMOVALS AND SITEWORK.
2. ALL DISTURBED LANDSCAPED AREAS, NOT INDICATED AS PLANTING BEDS, ARE TO BE SOGGED, SMOOTH CUT FINISHED GRADE AND REMOVE ALL ROCKS AND DELETERIOUS MATERIAL BEFORE PLACING SOD. SOD TYPE IS TO BE PRIMARILY KENTUCKY BLUEGRASS, FREE OF WEEDS. REPLACE DAMAGED LAWN WITH MINERAL SOD.
3. SUBCONTRACTOR TO VERIFY PLANTS REQUIRED AS REFLECTED ON PLAN.
4. ALL PLANTING BEDS ABUTTING TO BE EDGED WITH STEEL EDGER, ANCHORED 4"-0" O.C. WITH METAL SPIKES, COLOR BLACK.
5. ALL LANDSCAPE AREAS SHALL HAVE TOPSOIL PLACED AT MINIMUM DEPTH OF 4" FOR SOD AREAS, 12" FOR SHRUB/PERENNIAL/ANNUAL BEDS, AND 24" FOR TREE AREAS.
6. SINGLE TREE AND SHRUB PLANTINGS SHALL HAVE A 4" DEPTH SHREDDED HARDWOOD MULCH RING AROUND EACH BASE. TREES SHALL HAVE A MINIMUM 3" DIAMETER RING.
9. APPLY PRE-EMERGENT HERBICIDE PREEN (OR APPROVED EQUAL) IN PERENNIAL AND SHRUB BEDS FOLLOWED BY DOUBLE-SHREDDED HARDWOOD BARK MULCH. DOUBLE-SHREDDED HARDWOOD BARK MULCH SHALL BE A MINIMUM OF 4" IN DEPTH, FREE OF ALL DELETERIOUS MATERIAL AND LOCATED IN ALL LANDSCAPE BEDS.
10. SUBCONTRACTOR TO DISPOSE OF ALL REMOVALS OFF-SITE. SEE EXISTING CONDITIONS & REMOVALS PLAN FOR MORE INFORMATION.
11. SUBCONTRACTOR TO WATER PLANT MATERIAL DURING INSTALLATION AND FOR A 60 DAY ESTABLISHMENT PERIOD. VOLUME OF WATER TO BE PER PLANT REQUIREMENT FOR ESTABLISHMENT AND NORMAL GROWTH.
12. SUBCONTRACTOR TO WARRANT NEW SOD FOR 60 DAYS AND NEW PLANTINGS FOR ONE YEAR UPON PROJECT COMPLETION.
13. ALL PLANT MATERIAL SHALL BE HEALTHY, VIGOROUS, AND FREE OF PESTS AND DISEASE.
14. ALL PLANT MATERIAL SHALL BE CONTAINER GROWN OR BALLED AND BURLAPPED.
15. ALL MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT BEFORE, DURING, AND AFTER INSTALLATION.
17. CONTRACTOR SHALL BE RESPONSIBLE FOR DELIVERY, SCHEDULE, AND PROTECTION BETWEEN DELIVERY AND PLANTING TO MAINTAIN HEALTHY PLANT CONDITIONS.
18. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING THE COURSE OF THE WORK. LOCATIONS OF EXISTING BURIED UTILITY LINES SHOWN ON THE PLANS ARE BASED UPON BEST AVAILABLE INFORMATION AND ARE TO BE CONSIDERED APPROXIMATE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATIONS OF UTILITY LINES WITHIN AND ADJACENT TO THE WORK AREA, TO PROTECT ALL UTILITY LINES DURING THE CONSTRUCTION PERIOD, AND TO REPAIR ANY AND ALL DAMAGE TO UTILITIES, STRUCTURES, SITE APPURTENANCES, ETC. WHICH OCCURS AS A RESULT OF THE CONSTRUCTION.
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FULLY MAINTAINING, INCLUDING BUT NOT LIMITED TO, WATERING, SPRAYING, MULCHING, AND FERTILIZING ALL OF THE PLANT MATERIALS AND LAWN DURING THE PLANT ESTABLISHMENT PERIOD.
20. STANDARDS SET FORTH IN "AMERICAN STANDARD FOR NURSERY STOCK" REPRESENT GUIDELINE SPECIFICATIONS ONLY AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIAL.
21. TREES TO REMAIN SHALL BE PROTECTED DURING CONSTRUCTION. TREES DAMAGED DURING CONSTRUCTION SHALL BE REPLACED WITH SPECIES OF EQUAL QUALITY AND SIZE AS DETERMINED BY LANDSCAPE ARCHITECT AT NO COST TO THE OWNER.
22. SEE REMOVALS PLAN FOR EXISTING TREE INFORMATION.
23. IF ADDITIONAL DISTURBANCE IS REQUIRED, CONTRACTOR TO RE-GRADE TO MAKE SMOOTH AND RE-ESTABLISH AREA WITH SOD.



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CHECKED BY:	JLK	
DATE:	06/29/2016	
		JENNIFER L. KRANTZ
		MN LIC. NO. 50576

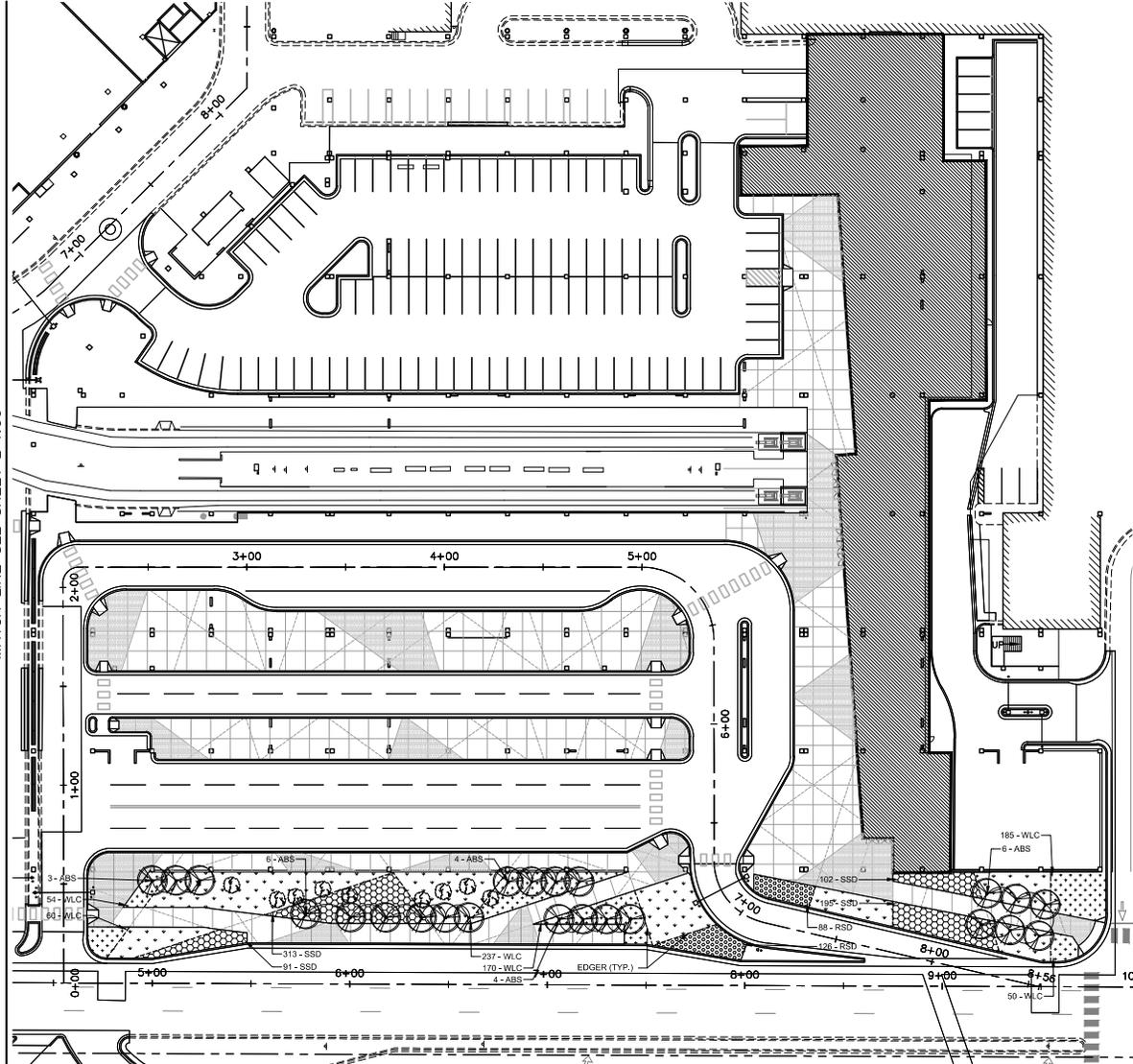


MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
LANDSCAPE PLAN

PROJECT NO.	62317
SHEET NO.	L 1.00

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MATCH LINE SEE SHEET L 1.00



**LEGEND**

- EXISTING TREE TO REMAIN
- PROPOSED OVERSTORY TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED RUBY STELLA DAYLILY
- PROPOSED WALKER'S LOW CATMINT
- PROPOSED STELLA SUPREME DAYLILY
- SOD
- STEEL EDGER

**PLANT SCHEDULE**

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT.	CAL.
ABM	3	ACER X FREEMANII 'JEFFERSREED' TM	AUTUMN BLAZE MAPLE	B & B	2.5' CAL.
ABS	23	AMELANCHER X GRANDIFLORA 'AUTUMN BRILLIANCE'	'AUTUMN BRILLIANCE' SERVICEBERRY	B & B	1.5' CAL.
BVL	2	TILIA AMERICANA 'BOULEVARD'	BOULEVARD LINDEN	B & B	2.5' CAL.

PERENNIALS	QTY	BOTANICAL NAME	COMMON NAME	CONT.	SPACING
RSD	214	HEMEROCALLIS X 'RUBY STELLA'	RUBY STELLA DAYLILY	#1 CONT.	PER PLAN
SSD	701	HEMEROCALLIS X 'STELLA SUPREME'	STELLA SUPREME DAYLILY	#1 CONT.	PER PLAN
WLC	756	NEPETA FAASSENII WALKER'S LOW	WALKER'S LOW CATMINT	#1 CONT.	PER PLAN

SOD	QTY	COMMON NAME
	5,677 S.F.	KENTUCKY BLUEGRASS

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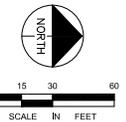
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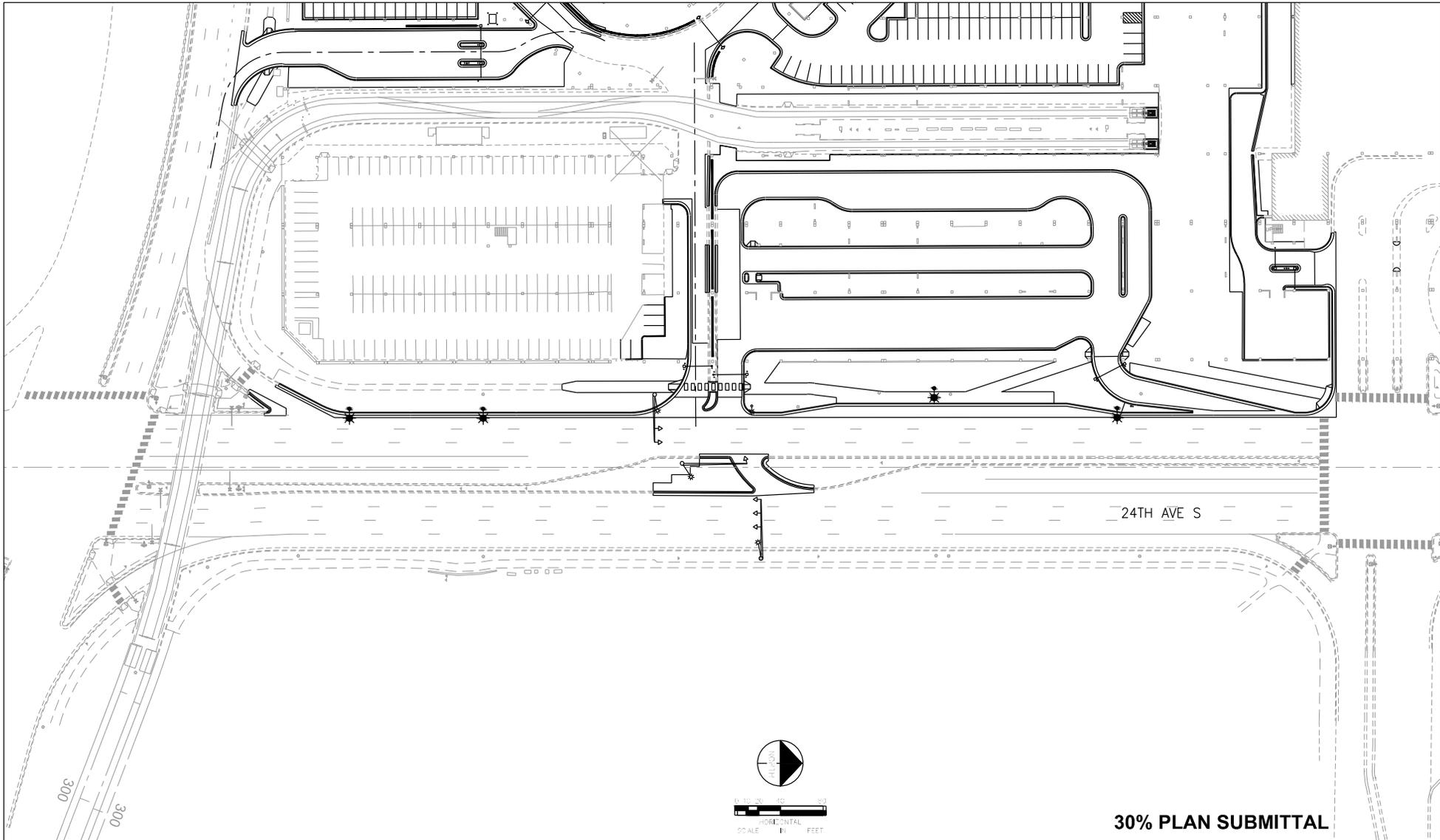
DATE:	06/29/2016	JENNIFER L. KRANTZ
DATE:		MN LIC. NO. 50576



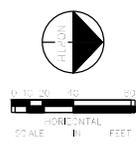
MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
LANDSCAPE PLAN



PROJECT NO.  
62317  
SHEET NO.  
**L 1.01**



24TH AVE S



**30% PLAN SUBMITTAL**

**NOTE: ONLY CHANGES/REVISIONS SHOWN**

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 DRAWN BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 DATE: 6/24/2016

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Engineer under the laws of the state of Minnesota.  
 Steve J. McHenry  
 DATE: 6/24/2016 MN LIC. NO. 48710

**Kimley Horn**  
**ENGINEERS PLANNERS DESIGNERS**  
 Consulting Group, Inc.

**CITY OF BLOOMINGTON**  
 MINNESOTA

**METROPOLITAN**  
 CONSULTANTS

MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
**LIGHTING LAYOUT**  
 24TH AVE S AT TRANSIT STATION

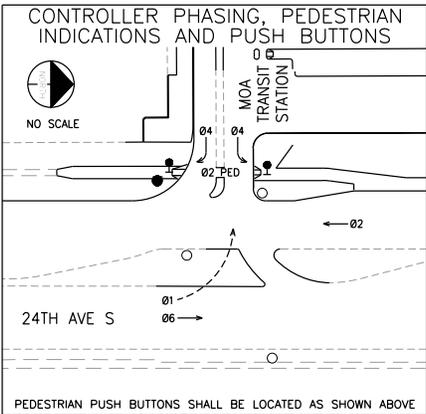
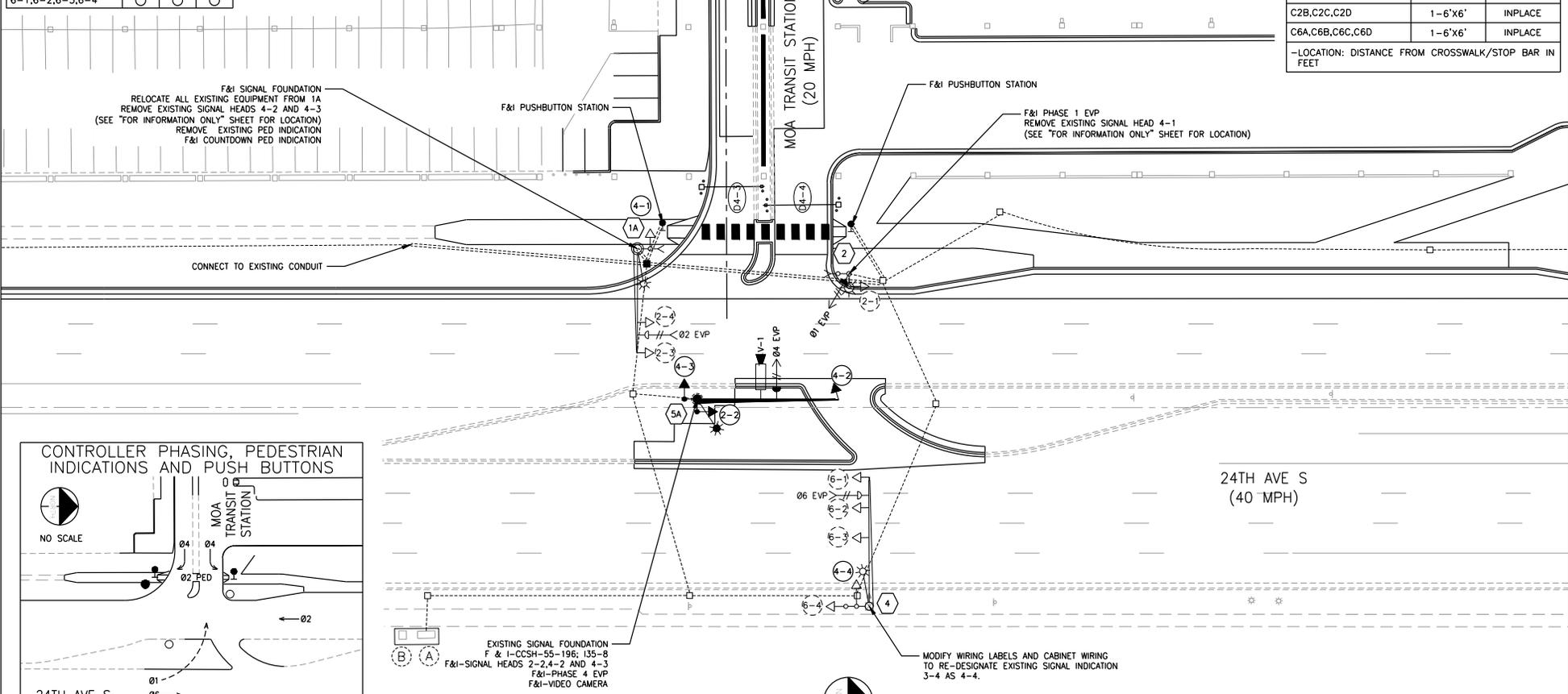
COMM. NO.  
 160533050  
 SHEET NO.

SIGNAL HEAD CHART			
FACE	R	Y	G
2-1,2-2,2-3,2-4	○	○	○
4-1	○	○	○
4-2	●	●	●
4-3	◀	◀	◀
4-4	◀	◀	◀
6-1,6-2,6-3,6-4	○	○	○

(RENUMBER FROM 3-4)

DETECTOR CHART		
NUMBER	SIZE/CAMERA	LOCATION
D2-1,D2-2,D2-3	1-6'x6'	INPLACE
D4-1,D4-2	V-1	5'
D4-3,D4-4	V-1	100'
D6-1,D6-2,D6-3,D6-4	1-6'x6'	INPLACE
C2B,C2C,C2D	1-6'x6'	INPLACE
C6A,C6B,C6C,C6D	1-6'x6'	INPLACE

-LOCATION: DISTANCE FROM CROSSWALK/STOP BAR IN FEET



**SIGNAL SYSTEM OPERATION**  
 -SIGNAL SYSTEM FLASH MODE IS ALL RED  
 -NORMAL OPERATION IS 4 PHASE  
 -PHASE 2 AND 6 SHALL BE ON SOFT RECALL  
 -PHASE 1 IS A DUMMY PHASE FOR EVP OPERATION

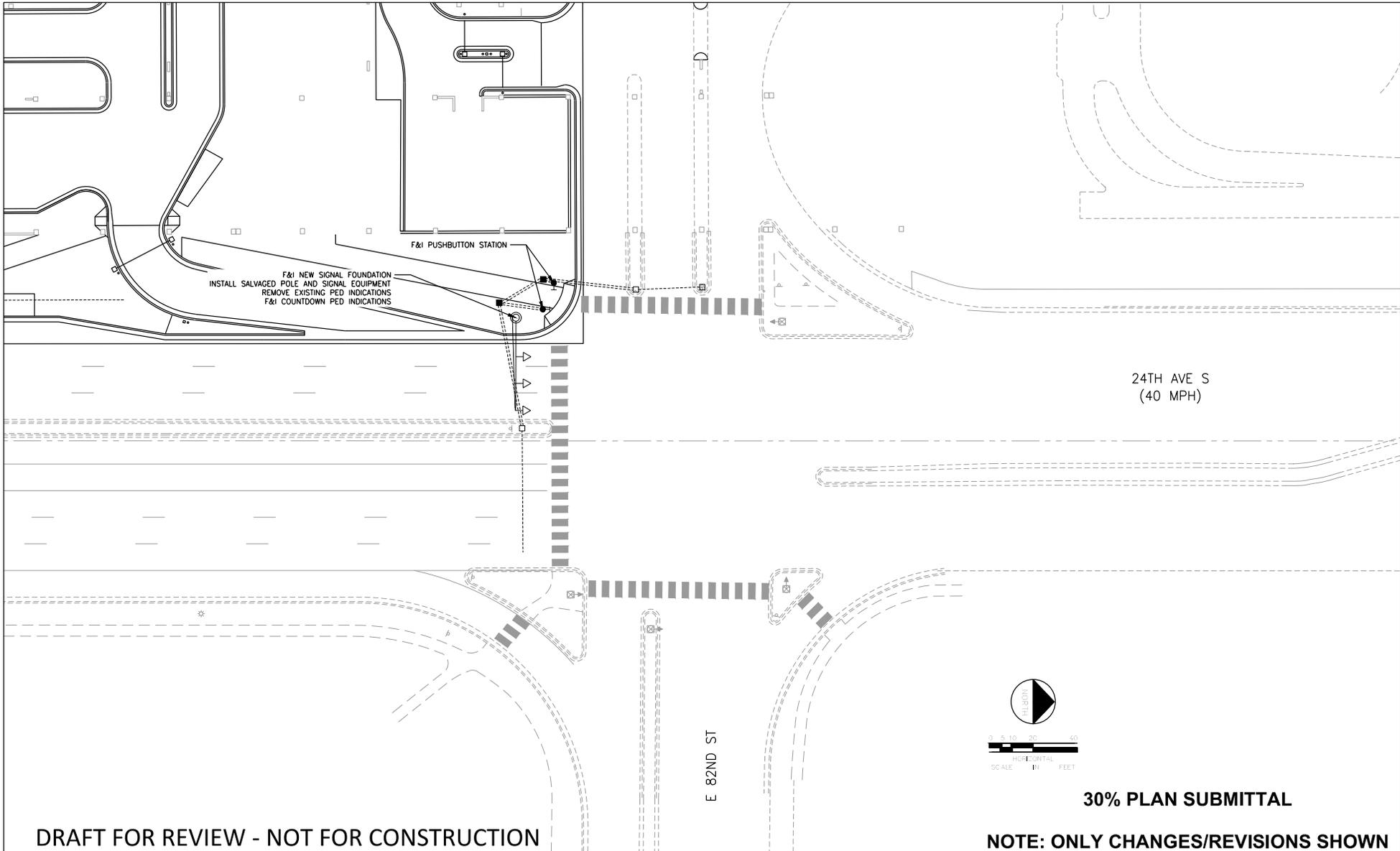
24TH AVE S  
(40 MPH)

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				DRAWN BY:				160533050
				CHECKED BY:				SHEET NO.
				DATE: 6/24/2016				



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Nicholas J. Erpolding  
DATE: 6/24/2016 MN LIC. NO. 44582

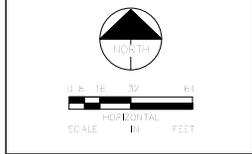
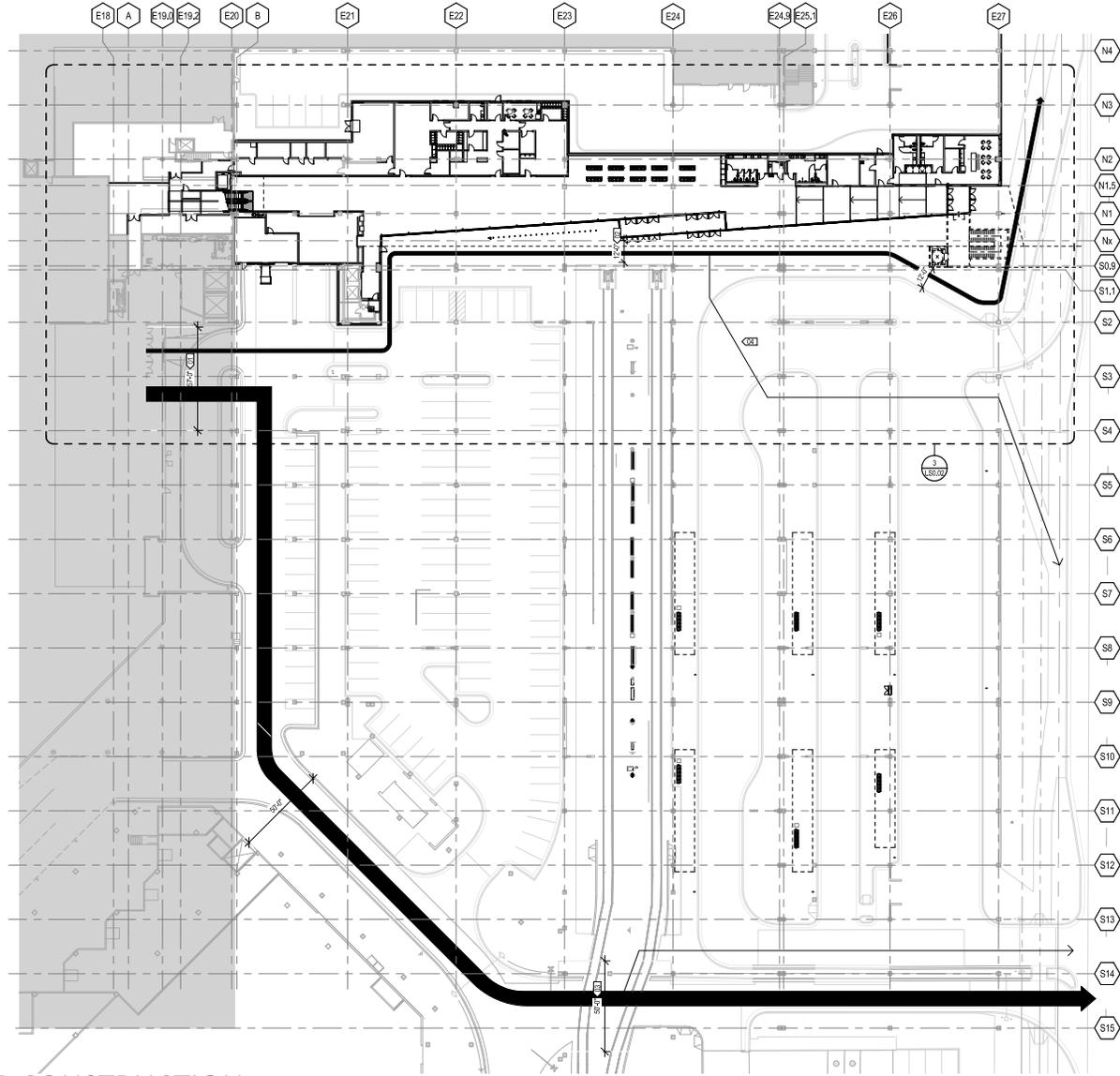
**Kimley Horn**  
**SRE** ENGINEERS PLANNERS DESIGNERS  
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**CITY OF BLOOMINGTON**  
MINNESOTA

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MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
**REVISED INTERSECTION LAYOUT**  
24TH AVE S AT E 82ND ST SIGNAL  
SYSTEM "B"

COMM. NO. 160533050
SHEET NO.



- KEY NOTES**
- 01 EXISTING MALL EXIT DIMENSION 57'-0"
  - 02 MINIMUM CLEAR WIDTH DIMENSION NEAR LRT PLATFORM (NORTH END) - 14'-0"
  - 03 MINIMUM CLEAR WIDTH DIMENSION NEAR LRT PLATFORM (SOUTH END) - 50'-0"
  - 04 ADDITIONAL EXIT CAPACITY AVAILABLE OUTSIDE OF NORMAL ROADSIDEWALK AREA IN THE FORM OF PARKING AND TRANSIT AREAS.

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FLOOR PLAN - SITE EGRESS  
1/8" = 1'-0" (SHEET)

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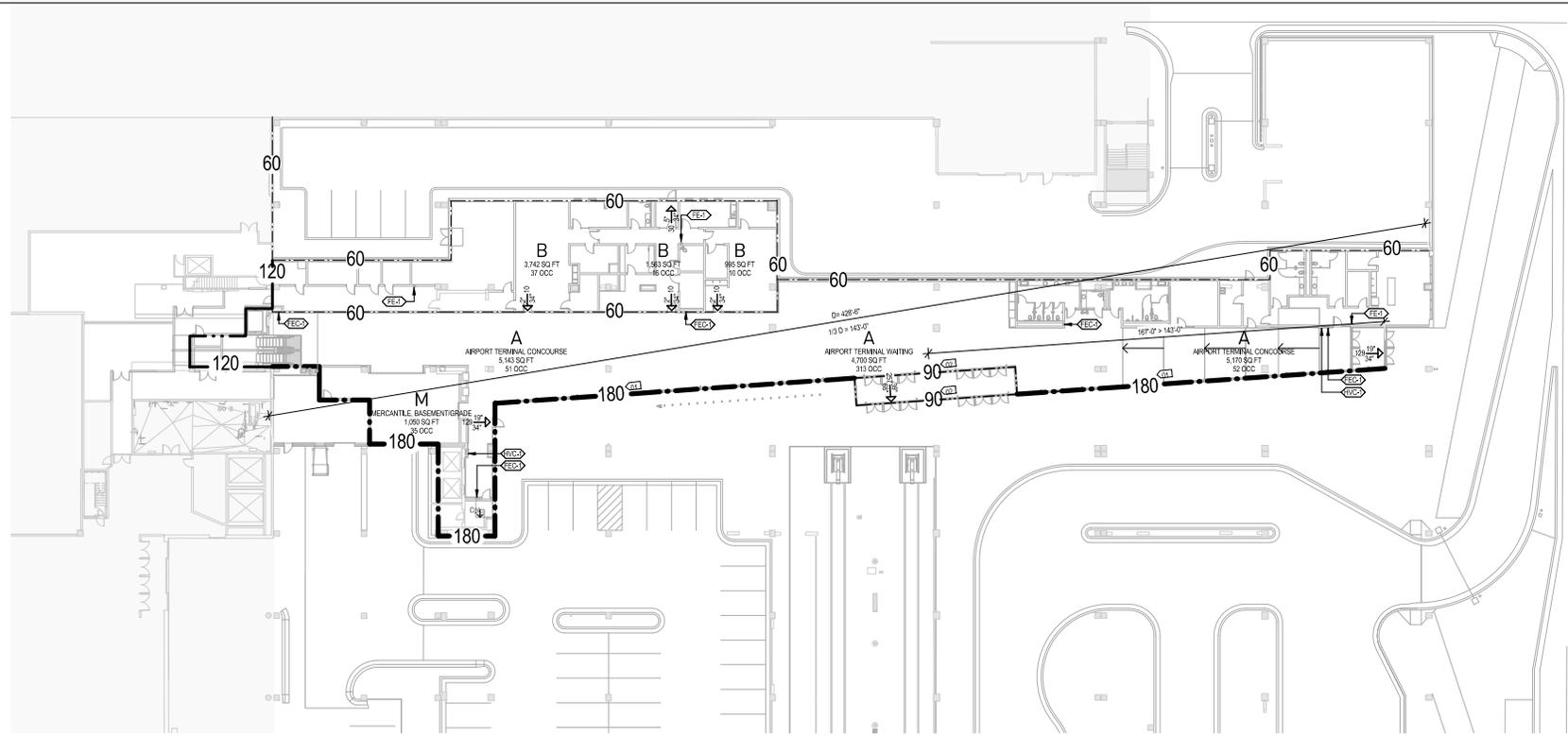


**MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
 LIFE SAFETY SITE EGRESS**

PROJECT NO.  
 62317  
 SHEET NO.  
**LS0.01**



- KEY NOTES**
- 01 EQUIVALENCY = 120 MINUTE RATED GLAZING AND FRAME, CLOSELY SPACED SPRINKLERS INSIDE AND OUT (8'-0" CENTERS)
  - 02 EQUIVALENCY = 60 MINUTE RATED DOORS, GLAZING AND FRAME ON BOTH SIDES OF VESTIBULE, CLOSELY SPACED SPRINKLERS INSIDE AND OUT (8'-0" CENTERS)



LIFE SAFETY PLAN - GROUND 3  
150.00

**Site Location:**  
8240 24th Avenue South  
Bloomington, MN 55425

**Area Calculations:**

Lower Level	22,238 sq. ft.
First Level	2,288 sq. ft.
<b>TOTAL</b>	<b>24,526 sq. ft.</b>

\*Renovation only, no changes to use or occupancy

**Proposed Description:**  
Transit Station with waiting area, restrooms, driver support spaces and Police Substation.

**Available Codes:**  
Building Codes: 2015 Minnesota State Building Code  
2012 International Building Code (IBC)  
Mechanical Code: Minnesota Rules Chapter 1346, using 2012 International Mechanical Code (IMC), including test gas provisions.  
Electrical Code: 2014 National Electrical Code (NEC) and Minnesota Rules Chapter 1315  
Plumbing Code: Minnesota Rules Chapter 4714  
Fire Code: 2007 Minnesota State Fire Code  
Accessibility Code: 2015 Minnesota State Accessibility Code  
Energy Code: 2015 Minnesota Energy Code (MN Rules Chapter 1323)  
Chapter 1465 of the 2007 State Building Code  
NFPA 13 (2016 edition)

**Occupancy and Type of Construction (Chapter 3 and 5):**

Description of Use	Occupancy Classification	Construction Type	Area	Floors
Assembly-Airport Concourse	A	IB	10,313 sq.ft.	0
Assembly-Board Waiting	A	IB	4,742 sq.ft.	0
Business	B	IB	6,275 sq.ft.	0
Mercantile-Basement (Ground Level)	M	IAB	1,188 sq.ft.	0
			22,238 sq.ft.	

**Occupancy Separation Required (City of Bloomington Requirements):**

Occupancy	Description of Use	Separation
A	Transit Station	1 HR from Bus Gate Area 1 HR from Police Substation
B	Police Substation	1 HR from Assembly 1 HR from Exterior

**Building Height and Area:**

Group	M
Type of Construction	IB
Allowable Stories and Basic Area (IBC Table 503)	Unlimited

**Fire Resistive Requirements - Type of Construction (IBC Table 601)**

TYPE I-B Unprotected non-combustible. Building constructed of non-combustible materials, but these materials have no required fire resistance.

Type of Construction	Type I-B (Lower Level, central 1st level)
Primary Structural Frame	3 HR
Roofing/Deck	1 HR
Exterior	3 HR
Interior	3 HR
Nonbearing Wall and Partitions	1 HR (1.5 hr-500)
Exterior	0 HR
Interior	0 HR
Floor Construction and associated secondary members	2 HR
Roof Construction and associated secondary members	1.5 (2) HR

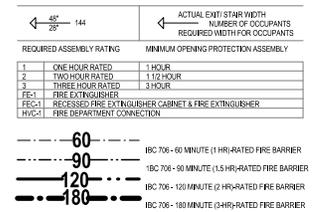
**Sanitation Fixture Requirements (Table 2902.1)**

Fixtures Required	Fixtures Provided	
	Male: 598 occ.	Female: 598 occ.
W.C.	1 per 500-2	1 per 500-2
Urinal	1 per 750-1	1 per 750-1
Drinking Fountain	1 per 1,000-2	2
Service Sink	1	1

**Elevators:**  
713.74.1 Ex-1: Endused (elevator lobbies are not required at the level(s) of exit discharge, provided the level(s) of exit discharge is equipped with an automatic sprinkler system in accordance with Section 903.3.1.1.

**Exits:**  
705.5 Fire Separation Distance greater than 25'-0" on all building faces; thus allowable Area: provided with an automatic sprinkler system = No Limit

**Means of Egress:**  
709.5.1 The prescriptive route is followed for the building thermal envelope.



LIFE SAFETY TABLES 2  
150.00

LIFE SAFETY SYMBOLS 1  
150.00

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**MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
LIFE SAFETY PLAN**

PROJECT NO. 62317
SHEET NO. LS0.02

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RENDERING - PERSPECTIVE SECTION THROUGH TRANSIT STATION WALKWAY



RENDERING - PERSPECTIVE LOOKING SOUTH ALONG 24TH AVE S

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			CHECKED BY: MS
			DATE: 08/29/2016

**Kimley»Horn**  
SNOW  
KREILICH  
ARCHITECTS

**CITY OF  
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MINNESOTA**

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TRANSIT STATION RENOVATIONS  
REFERENCE IMAGES**

PROJECT NO.

62317

SHEET NO.

**A0.10**



RENDERING - PERSPECTIVE FROM BUS LOADING ZONE LOOKING NORTH AT TRANSIT STATION ENTRY



RENDERING - PERSPECTIVE IN TRANSIT STATION LOOKING WEST TOWARD MALL OF AMERICA

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SNOW  
KREILICH  
ARCHITECTS

CITY OF  
**BLOOMINGTON**  
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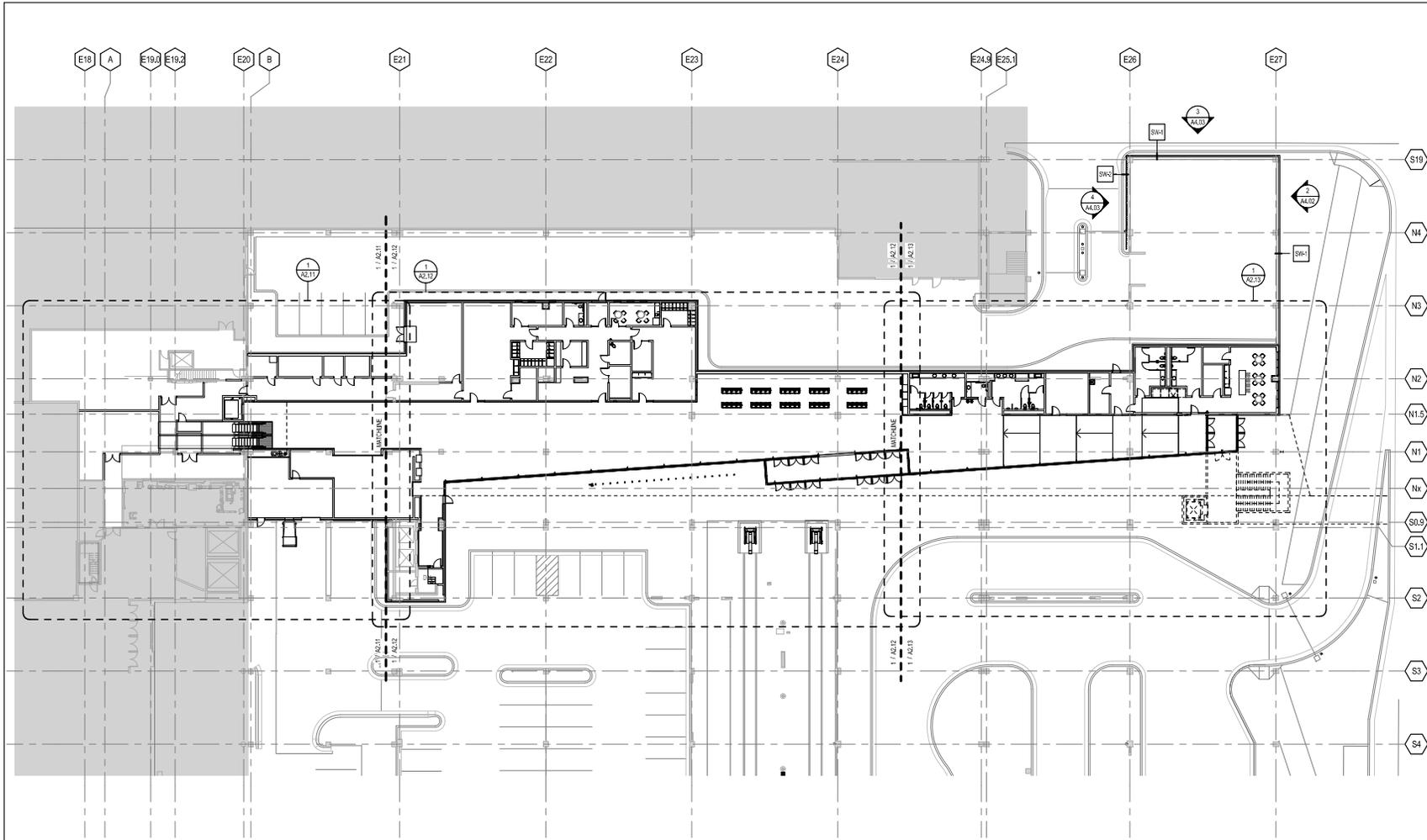
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TRANSIT STATION RENOVATIONS  
**REFERENCE IMAGES**

PROJECT NO.

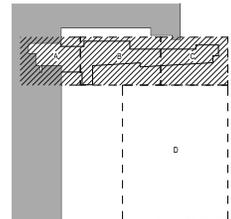
62317

SHEET NO.

**A0.11**



**SHEET NOTES**  
 1. OFFSET IMMEDIATELY ADJACENT DOOR OPENINGS 10-31/2" INCHES FROM PERPENDICULAR WALL, UNLESS NOTED OTHERWISE (UNCL).



FLOOR PLAN - GROUND 62317

**DRAFT FOR REVIEW - NOT FOR CONSTRUCTION**

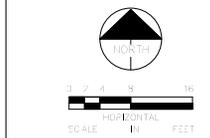
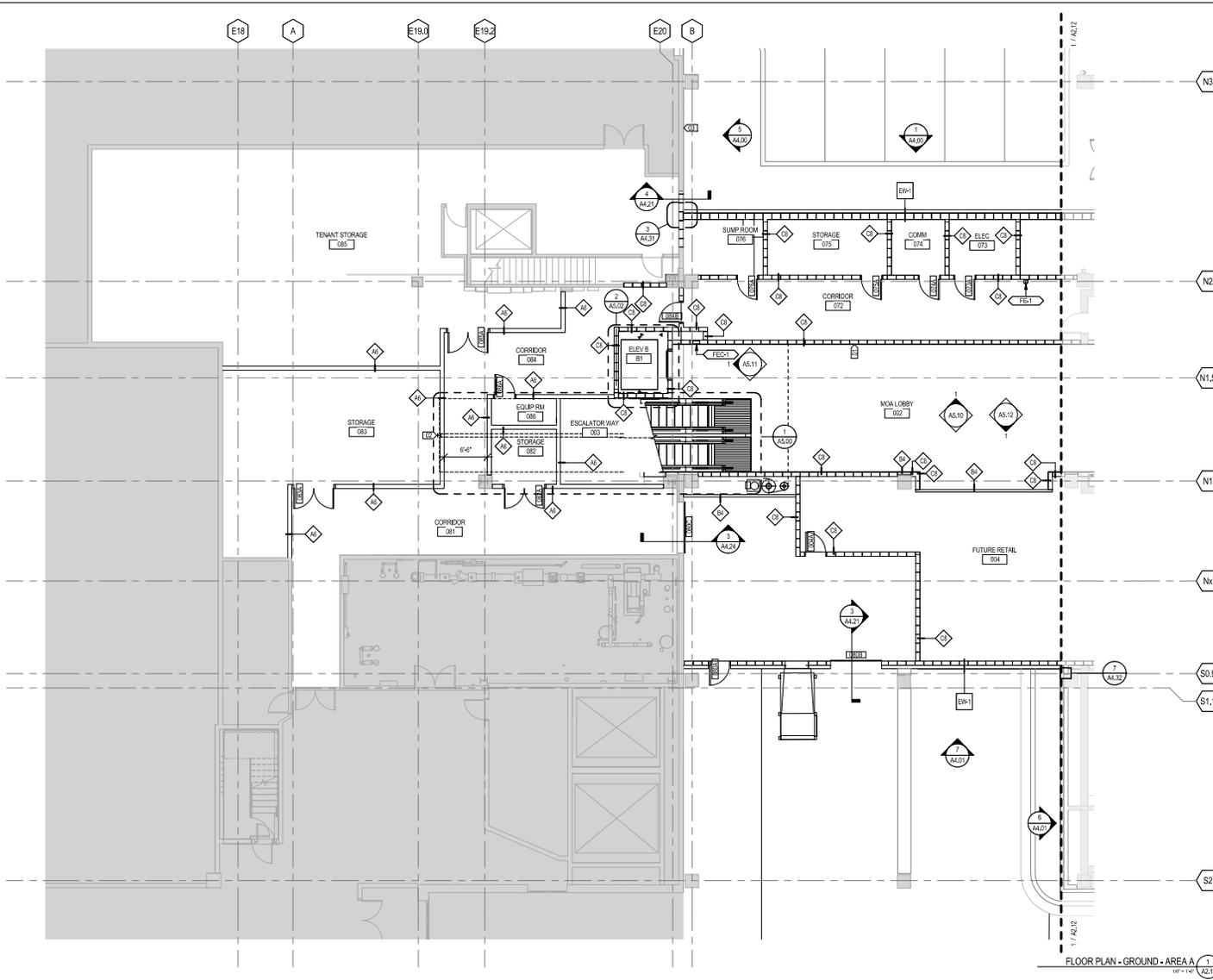
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			DRAWN BY: JD/AS
			CHECKED BY: MS
			DATE: 08/29/2016



**MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
 FLOOR PLAN - GROUND**

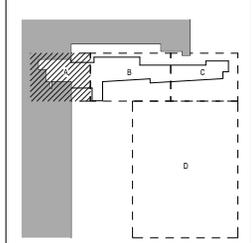
PROJECT NO.  
 62317  
 SHEET NO.  
**A2.10**

8/27/2016 7:01:51 PM



- KEY NOTES**
- 01 PROVIDE 75' LONG ARAKAWA HANGING SYSTEM FOR FUTURE ART BY OTHERS
  - 02 NEW COLUMN AND FOOTING TO SUPPORT ESCALATORS - SEE STRUCT DWGS
  - 03 INFILL WITH CMU TO MATCH EXISTING AT DOOR & COMPACTOR REMOVAL - SEE ELEVATION

- SHEET NOTES**
1. OFFSET IMMEDIATELY ADJACENT DOOR OPENINGS 1/8" TO 1/4" INCHES FROM PERPENDICULAR WALL, UNLESS NOTED OTHERWISE (UNCL).



**DRAFT FOR REVIEW - NOT FOR CONSTRUCTION**

NO.	DATE	DESCRIPTION OF REVISIONS	APP.

DESIGNED BY: MS/JD  
 DRAWN BY: JD/AS  
 CHECKED BY: MS  
 DATE: 08/29/2016

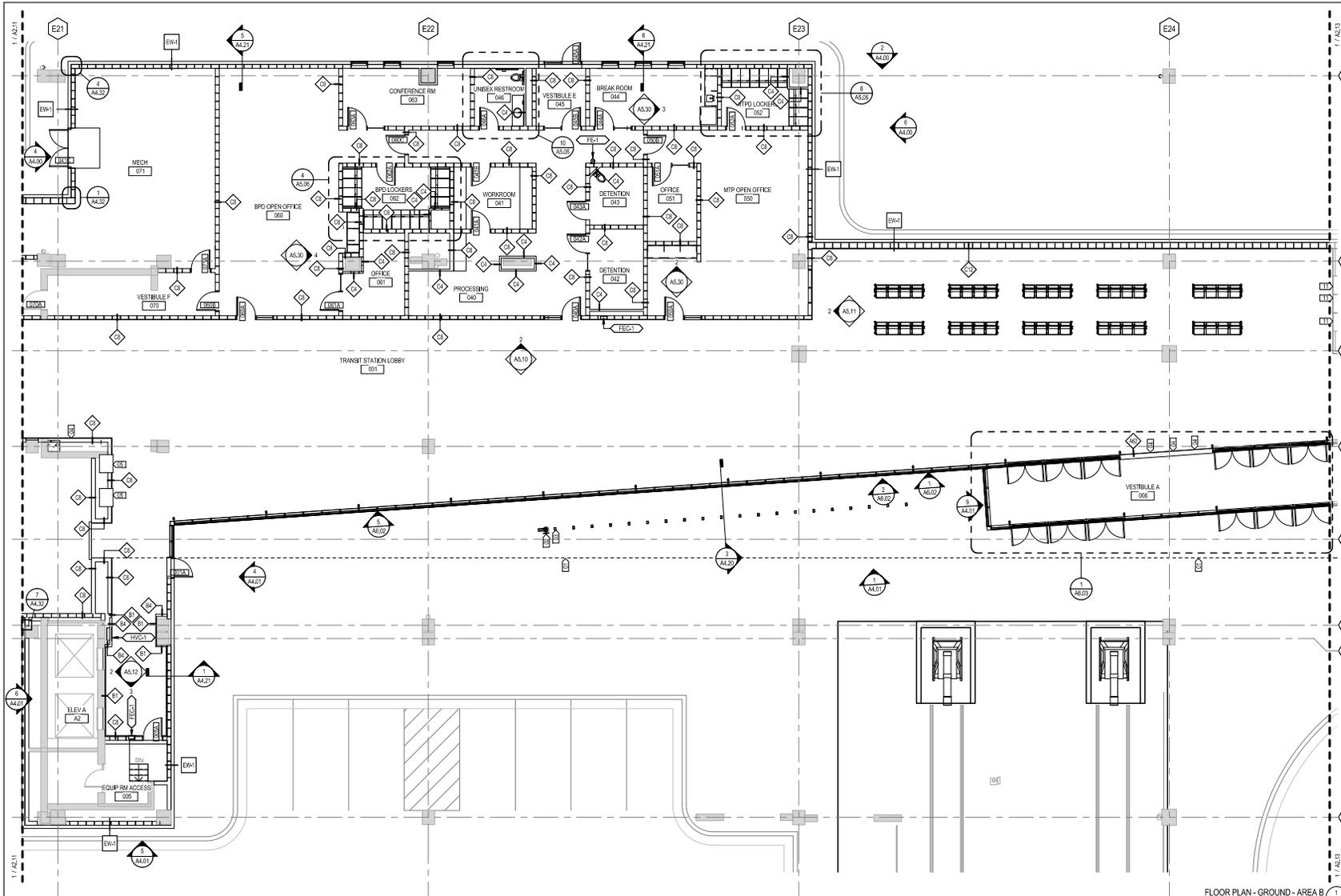


MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
**FLOOR PLAN - GROUND - AREA A**

PROJECT NO.  
 62317  
 SHEET NO.

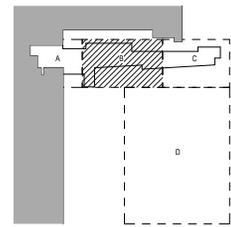
**A2.11**

8/27/2016 7:01:58 PM



- KEY NOTES**
- 01 EXTENT OF CEILING / EXTERIOR CANOPY DASHED ABOVE FOR CLARITY - SEE RCPS
  - 02 BIKE MAINTENANCE FOR CLARITY - SEE RCPS
  - 03 BIKE RACK TYP. OF 20
  - 04 LED SCREEN NEXT TRIP DISPLAY FOR CLARITY - SEE RCPS
  - 05 NEW INSTALLATION LOCATION FOR EXISTING TICKET VENDING MACHINE (TVM)

- SHEET NOTES**
- 1. OFFSET IMMEDIATELY ADJACENT DOOR OPENINGS 1/8" IN INCHES FROM PERPENDICULAR WALL, UNLESS NOTED OTHERWISE (UNCL).



FLOOR PLAN - GROUND - AREA B  
1/8" = 1'-0"

**DRAFT FOR REVIEW - NOT FOR CONSTRUCTION**

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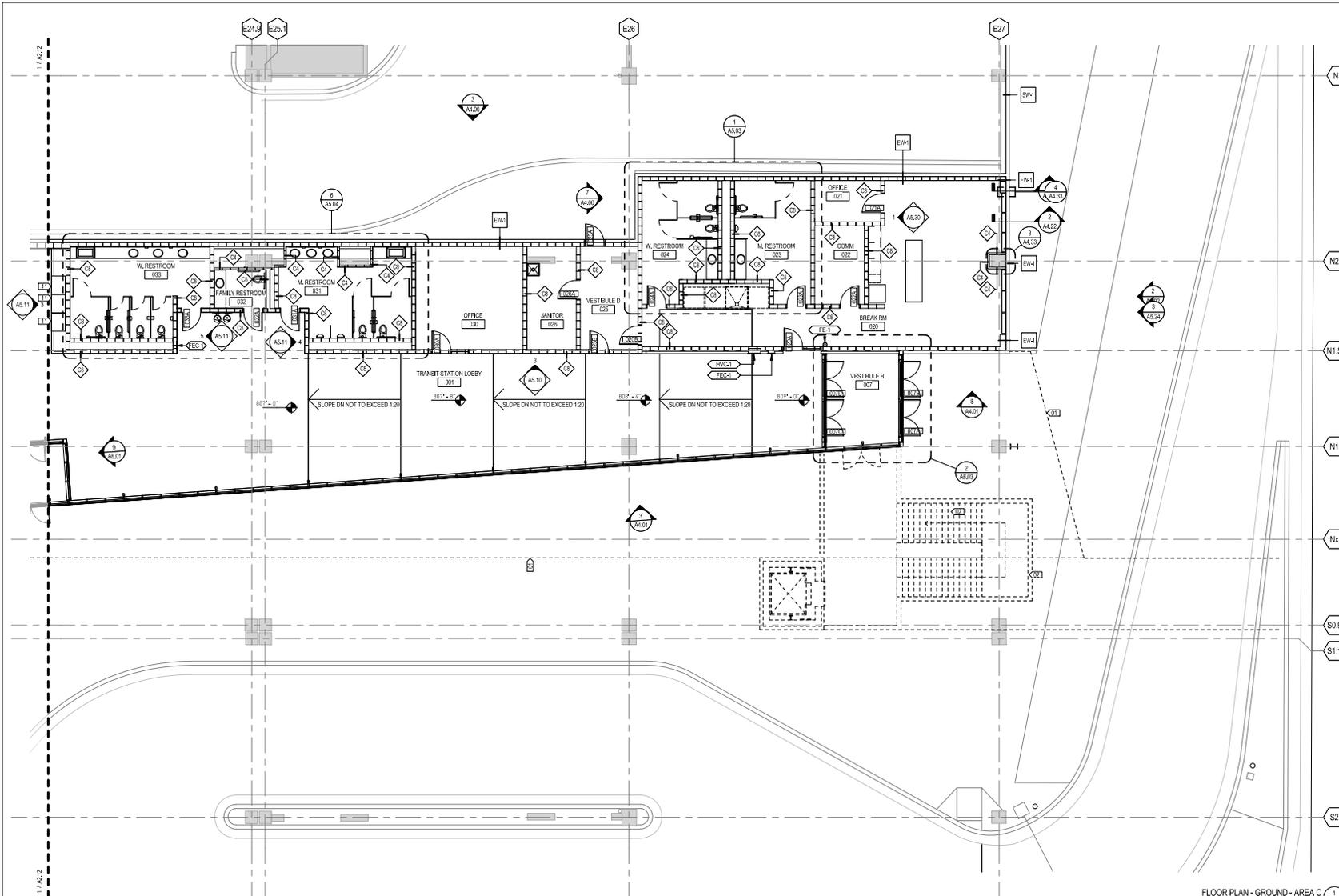
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 DATE: 08/29/2016



MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
**FLOOR PLAN - GROUND - AREA B**

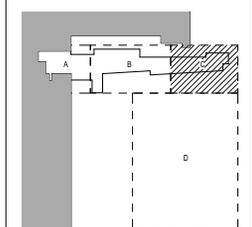
PROJECT NO.  
62317  
 SHEET NO.  
**A2.12**

8/27/2016 7:02:06 PM



- KEY NOTES**
- 01 EXTENT OF CEILING / EXTERIOR CANOPY DASHED ABOVE FOR CLARITY - SEE RIPS
  - 02 FUTURE SKYWAY CONNECTION BY OTHERS, FOR INFORMATION ONLY
  - 11 NEW INSTALLATION LOCATION FOR EXISTING TICKET VENDING MACHINE (TVM)

- SHEET NOTES**
- 1. OFFSET IMMEDIATELY ADJACENT DOOR OPENINGS 1/8" INCHES FROM PERPENDICULAR WALL, UNLESS NOTED OTHERWISE (UNCL)



FLOOR PLAN - GROUND - AREA C  
1/8" = 1' (AS SHOWN)

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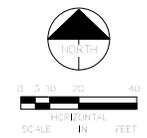
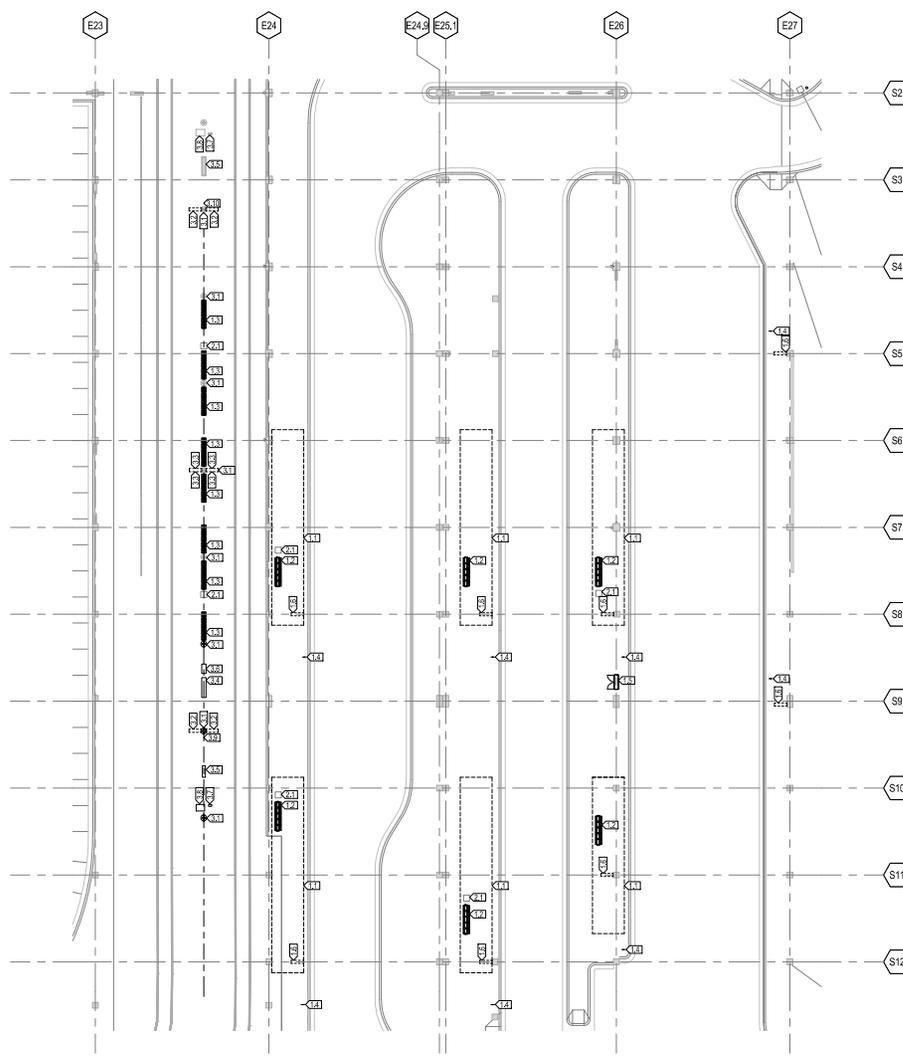
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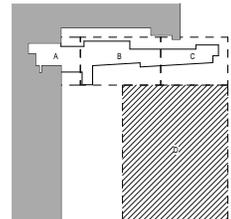
MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
**FLOOR PLAN - GROUND - AREA C**

PROJECT NO.  
62317  
 SHEET NO.  
**A2.13**

8/27/2016 7:02:14 AM



- KEY NOTES**
- 1 NEW CONSTRUCTION
  - 1.1 CANOPY (ABOVE)
  - 1.2 SINGLE-SIDED BENCH
  - 1.3 DUAL-SIDED BENCH (BACKLESS)
  - 1.4 BUS GATE LOADING ZONE SIGN W/ANNUNCIATOR AND SPEAKER
  - 1.5 ELECTRICAL CABINET (SEE ELECTRICAL DRAWINGS)
  - 1.6 LED NEXTTRIP DISPLAY ABOVE WITH STATIC GATE ID LETTER
  - 2 PROVIDED AND INSTALLED BY OTHERS
  - 2.1 TRASH/RECEPTICAL
  - 3 EXISTING TO REMAIN
  - 3.1 TECHNOLOGY COLUMN, PAINT ALL PAINTED SURFACES AND EQUIPMENT - FINISH (DO NOT PAINT UNPAINTED EQUIPMENT OR PRE-CAST BASE)
  - 3.2 LED NEXTTRIP DISPLAY ABOVE
  - 3.3 LED NEXTTRIP DISPLAY ABOVE
  - 3.4 ELECTRICAL CABINET
  - 3.5 ON-PLATFORM NDSK
  - 3.6 SSP-A CABINET
  - 3.7 VALIDATOR
  - 3.8 T/M
  - 3.9 EMERGENCY TELEPHONE
  - 3.10 PAY TELEPHONE



FLOOR PLAN - GROUND - AREA D  
DATE: 10/20/15

**DRAFT FOR REVIEW - NOT FOR CONSTRUCTION**

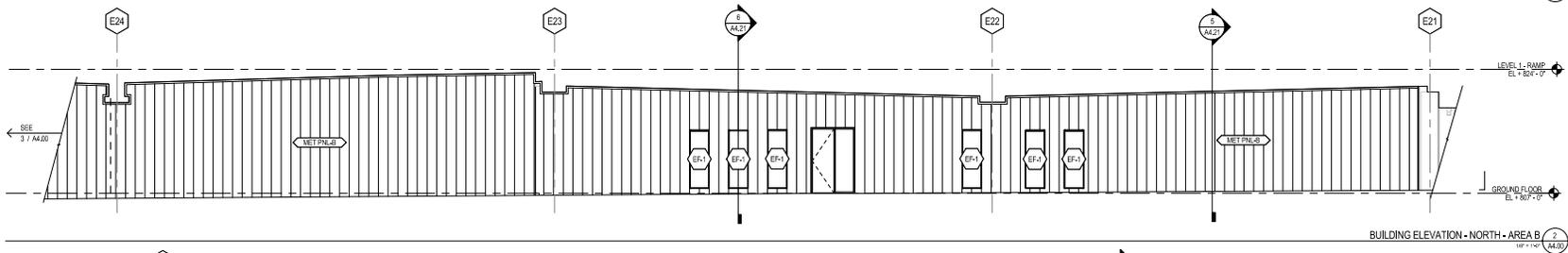
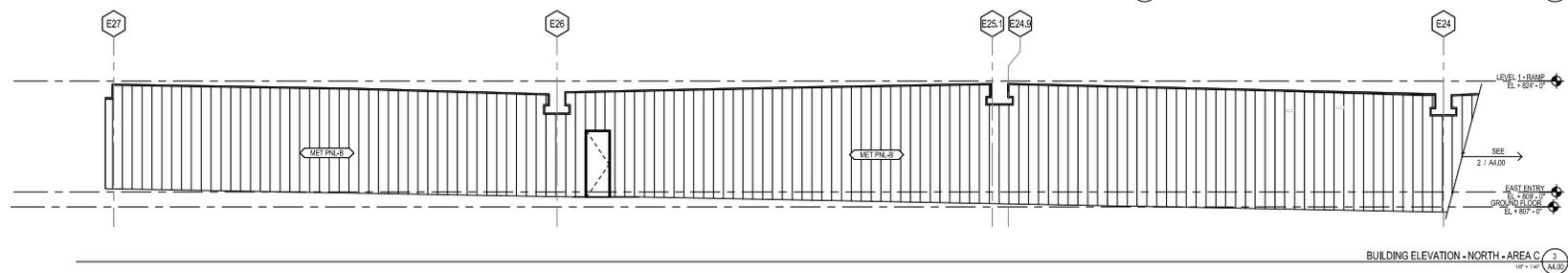
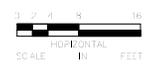
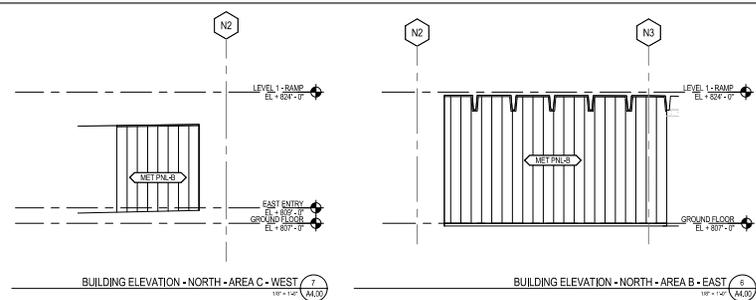
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			DATE: 06/29/2016



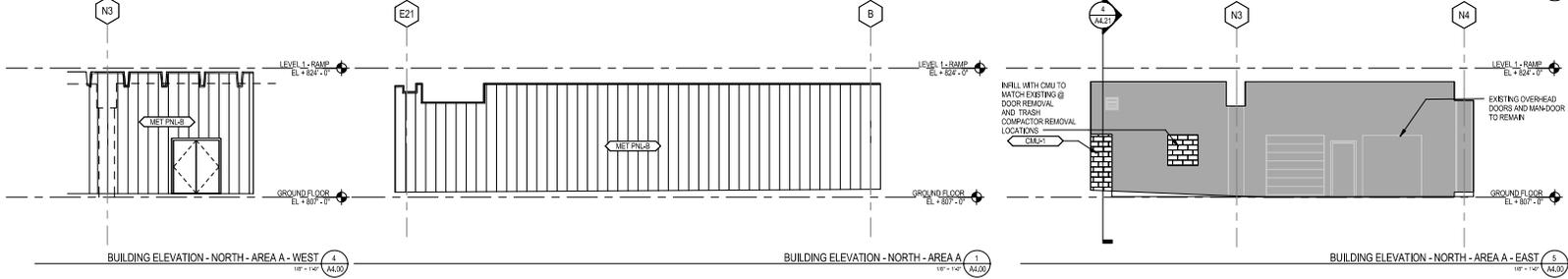
MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
**FLOOR PLAN - GROUND - AREA D**

PROJECT NO.  
 62317  
 SHEET NO.  
**A2.14**

8/27/2016 7:02:18 PM



- SHEET NOTES**
1. BUILDING HEIGHTS DIMENSIONS ARE MEASURED FROM DATUM LINE (±). VERIFY ALL SLABDECK HEIGHTS, SLOPES, AND ELEVATIONS ON FLOOR PLANS, SECTIONS, AND DETAILS.
  2. PAINT ALL EXPOSED METAL FLASHING TO MATCH COLOR OF ADJACENT SURFACE. VENTS PROVIDE FLASHING FOR ALL ITEMS PENETRATING EXTERIOR WALL CONSTRUCTION.



**DRAFT FOR REVIEW - NOT FOR CONSTRUCTION**

NO.	DATE	DESCRIPTION OF REVISIONS	APP.

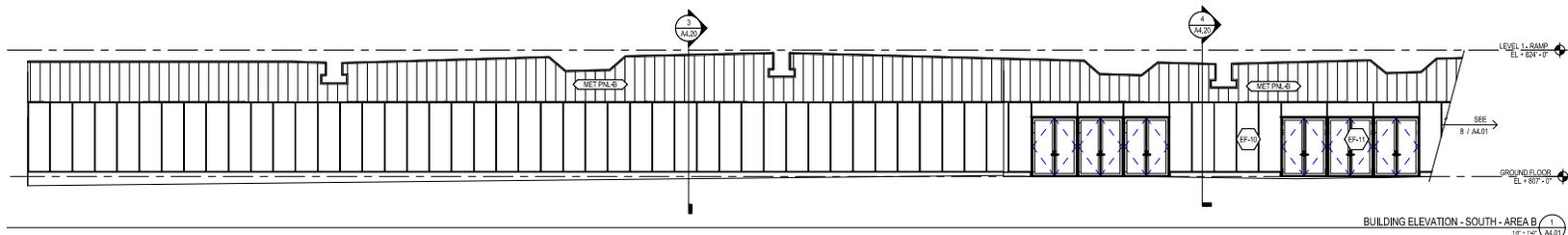
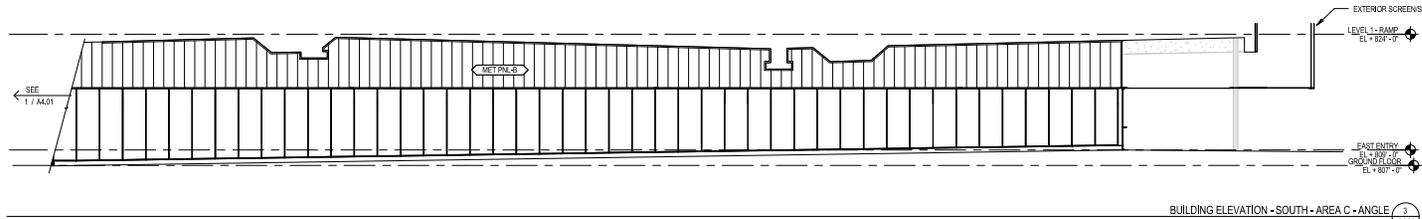
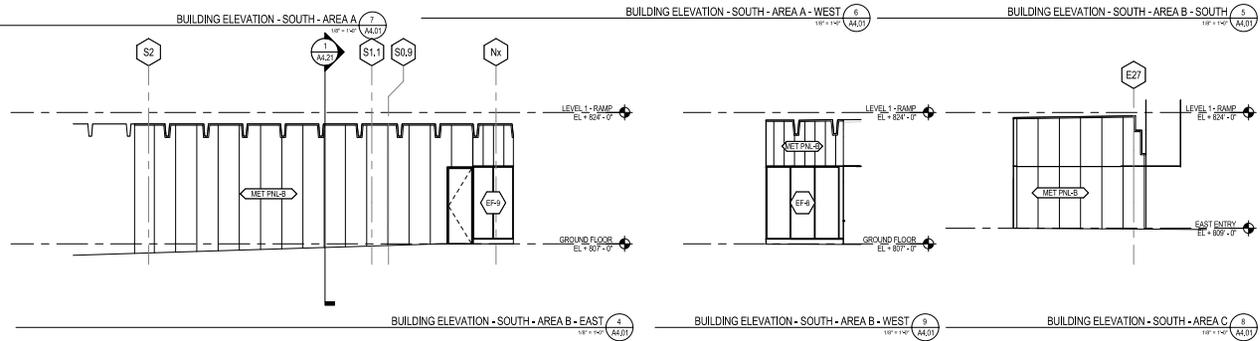
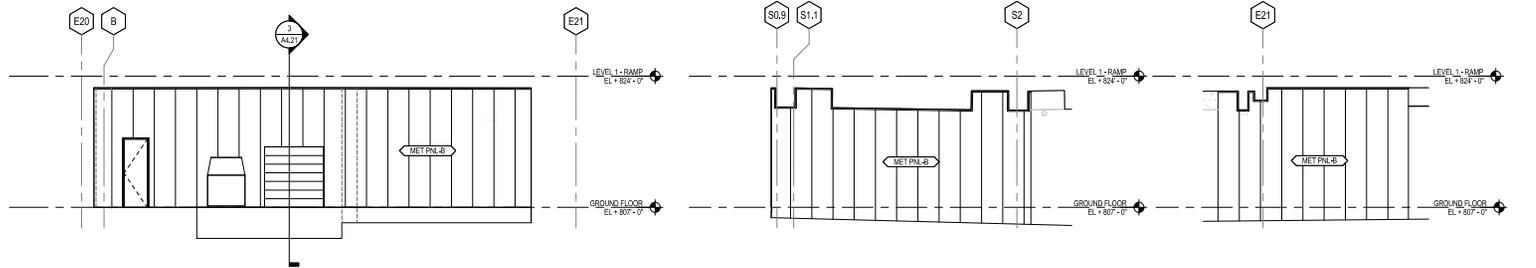
DESIGNED BY: MS/JD  
 DRAWN BY: AS  
 CHECKED BY: MS  
 DATE: 08/29/2016



**MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
 EXTERIOR ELEVATIONS - NORTH**

PROJECT NO. 62317  
 SHEET NO. **A4.00**

8/27/2016 7:06:37 PM



- SHEET NOTES**
1. BUILDING HEIGHTS/DIMENSIONS ARE MEASURED FROM DATUM LINE(S). VERIFY ALL SLAB/ROCK HEIGHTS, SLOPES, AND ELEVATIONS ON FLOOR PLANS, SECTIONS, AND DETAILS.
  2. PAINT ALL EXPOSED METAL FLASHING TO MATCH COLOR OF ADJACENT SURFACE(S). PROVIDE FLASHING FOR ALL ITEMS PENETRATING EXTERIOR WALL CONSTRUCTION.

**DRAFT FOR REVIEW - NOT FOR CONSTRUCTION**

NO.	DATE	DESCRIPTION OF REVISIONS	APP.

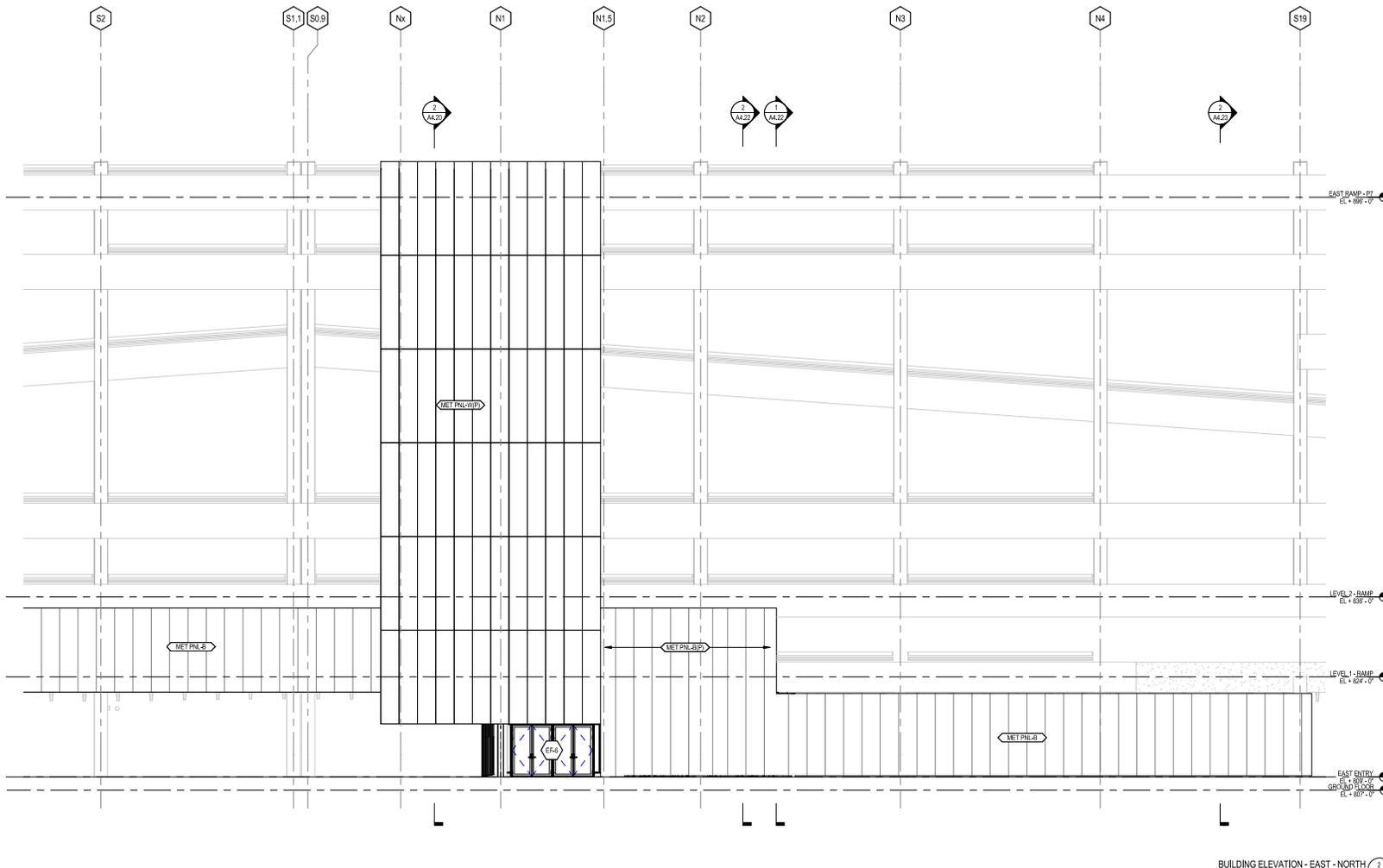
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 DRAWN BY: AS  
 CHECKED BY: MS  
 DATE: 08/29/2016



MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
**EXTERIOR ELEVATIONS - SOUTH**

PROJECT NO.	62317
SHEET NO.	A4.01

8/27/2016 7:05:30 PM



- SHEET NOTES**
1. BUILDING HEIGHTS DIMENSIONS ARE MEASURED FROM DATUM LINE(S). VERIFY ALL SLAB/DECK HEIGHTS, SLOPES, AND ELEVATIONS ON FLOOR PLANS, SECTIONS, AND DETAILS.
  2. PAINT ALL EXPOSED METAL FLASHING TO MATCH COLOR OF ADJACENT SURFACE. UNDO PROVIDE FLASHING FOR ALL ITEMS PENETRATING EXTERIOR WALL CONSTRUCTION.

BUILDING ELEVATION - EAST - NORTH 2

**DRAFT FOR REVIEW - NOT FOR CONSTRUCTION**

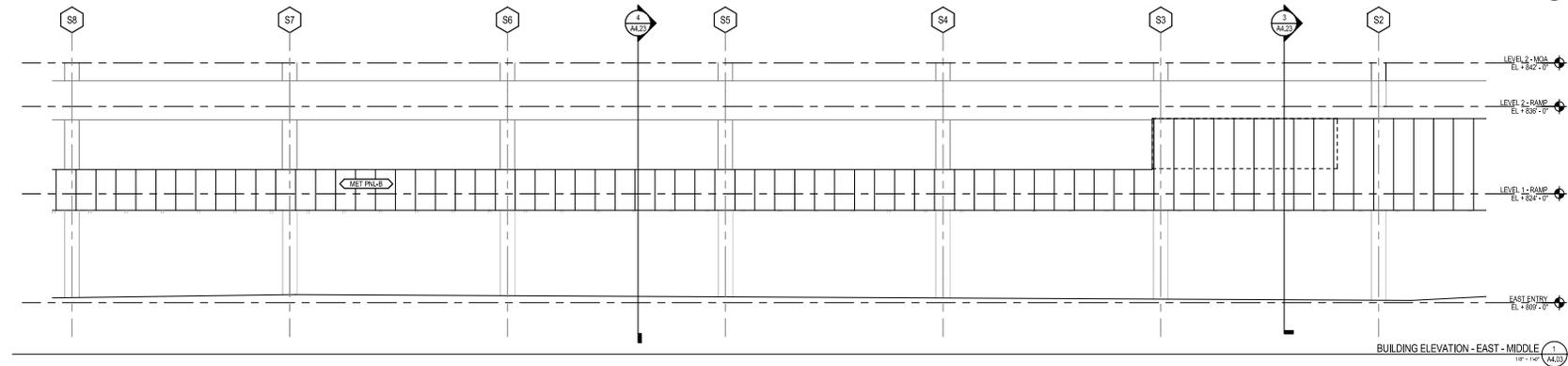
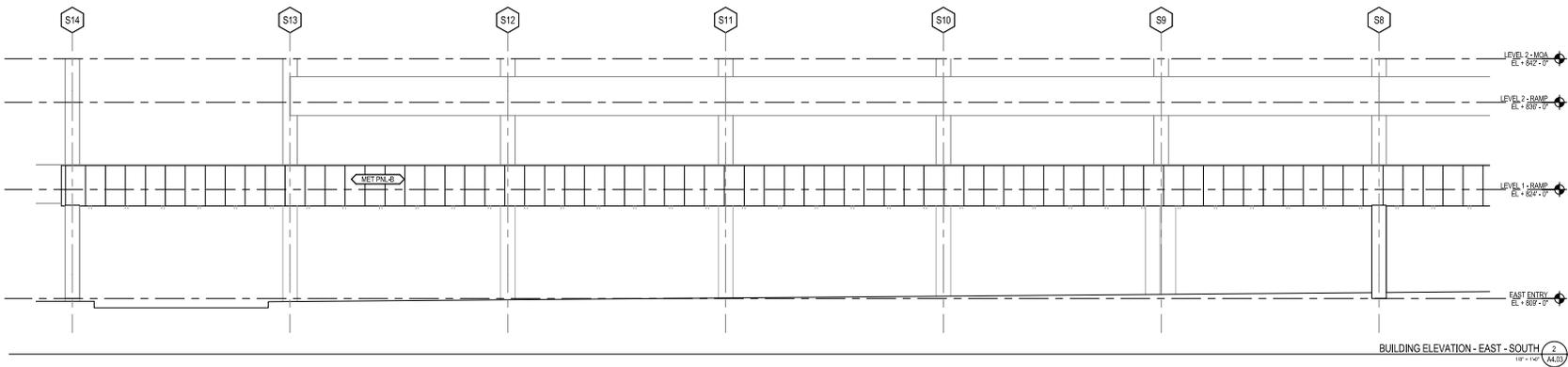
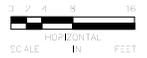
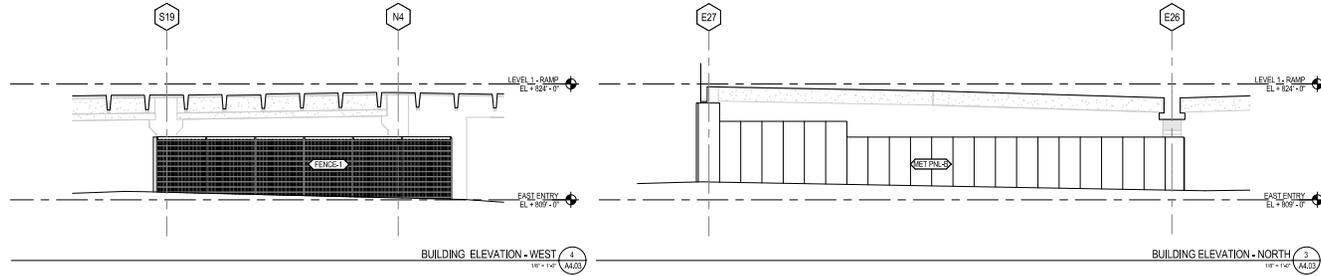
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			DESIGNED BY: MS/JD
			DRAWN BY: AS
			CHECKED BY: MS
			DATE: 08/29/2016



**MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
EXTERIOR ELEVATIONS - EAST**

PROJECT NO.	62317
SHEET NO.	A4.02

8/27/2016 7:05:33 PM



**SHEET NOTES**

1. BUILDING HEIGHTS DIMENSIONS ARE MEASURED FROM DATUM LINE(S). VERIFY ALL SLABDECK HEIGHTS, SLOPES, AND ELEVATIONS ON FLOOR PLANS, SECTIONS, AND DETAILS.
2. PAINT ALL EXPOSED METAL FLASHING TO MATCH COLOR OF ADJACENT SURFACE. VAND. PROVIDE FLASHING FOR ALL ITEMS PENETRATING EXTERIOR WALL CONSTRUCTION.

**DRAFT FOR REVIEW - NOT FOR CONSTRUCTION**

NO.	DATE	DESCRIPTION OF REVISIONS	APP.

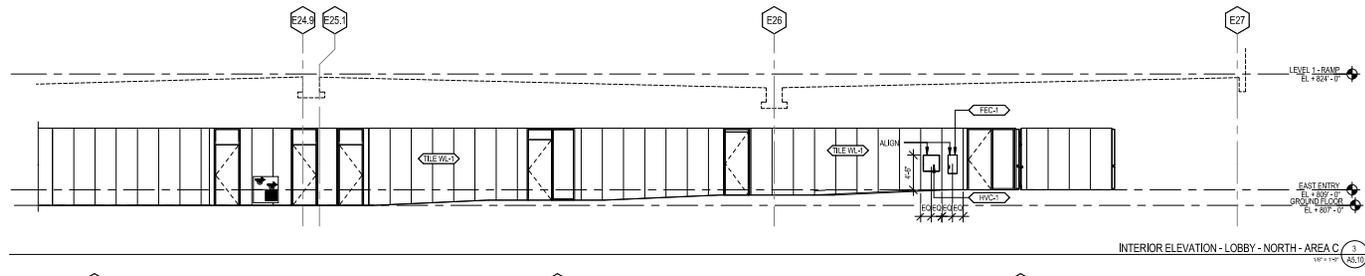
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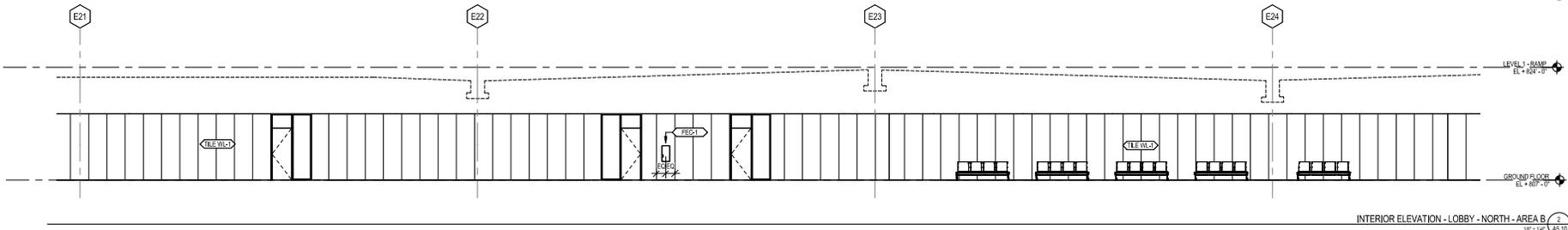
**MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
 EXTERIOR ELEVATIONS - EAST**

PROJECT NO.	62317
SHEET NO.	A4.03

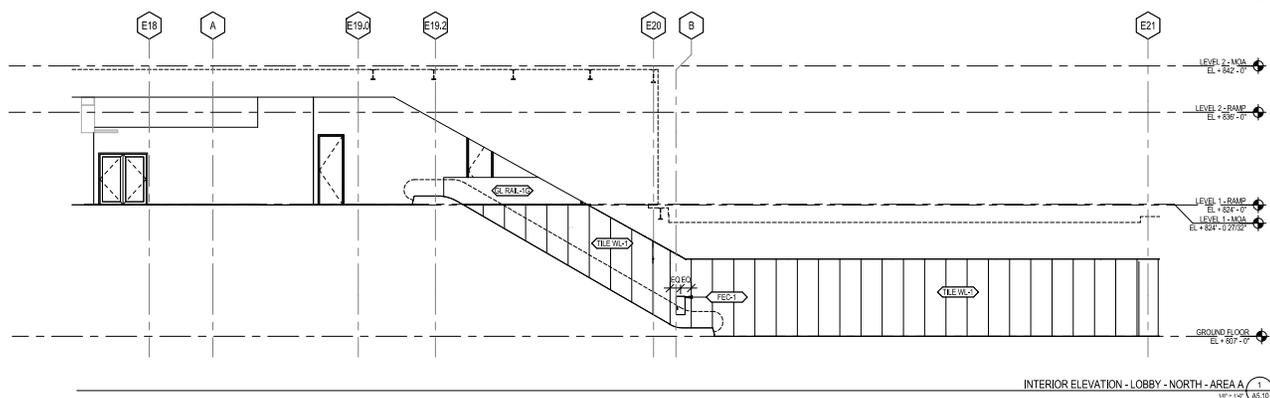
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INTERIOR ELEVATION - LOBBY - NORTH - AREA C  
VP = 1/4" = 1'-0"  
AS10



INTERIOR ELEVATION - LOBBY - NORTH - AREA B  
VP = 1/4" = 1'-0"  
AS10



INTERIOR ELEVATION - LOBBY - NORTH - AREA A  
VP = 1/4" = 1'-0"  
AS10

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NO.	DATE	DESCRIPTION OF REVISIONS	APP.

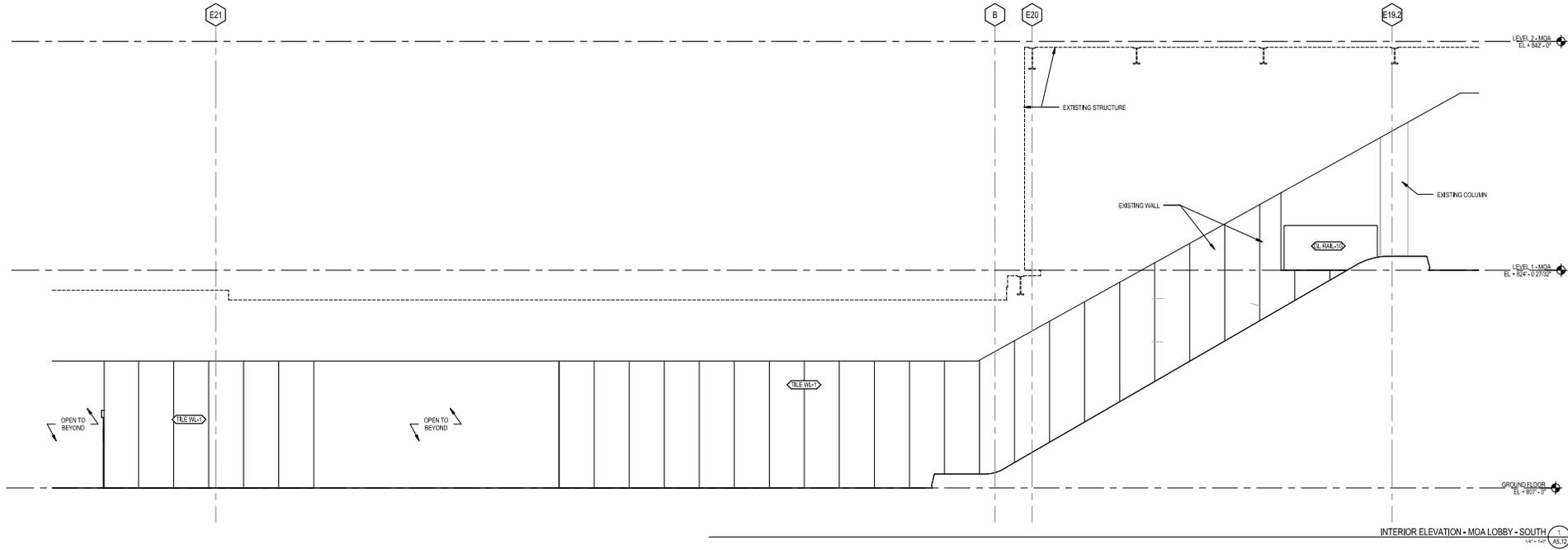
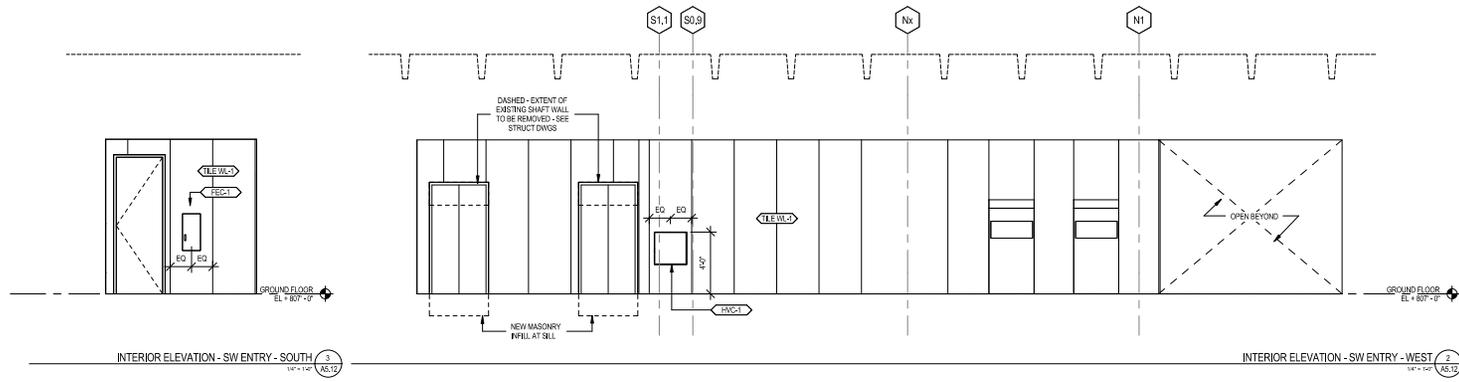
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CHECKED BY: MS
DATE: 08/29/2016



MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
**INTERIOR ELEVATIONS - OVERALL  
NORTH WALL**

PROJECT NO. 62317
SHEET NO. <b>A5.10</b>

8/27/2016 7:05:41 PM



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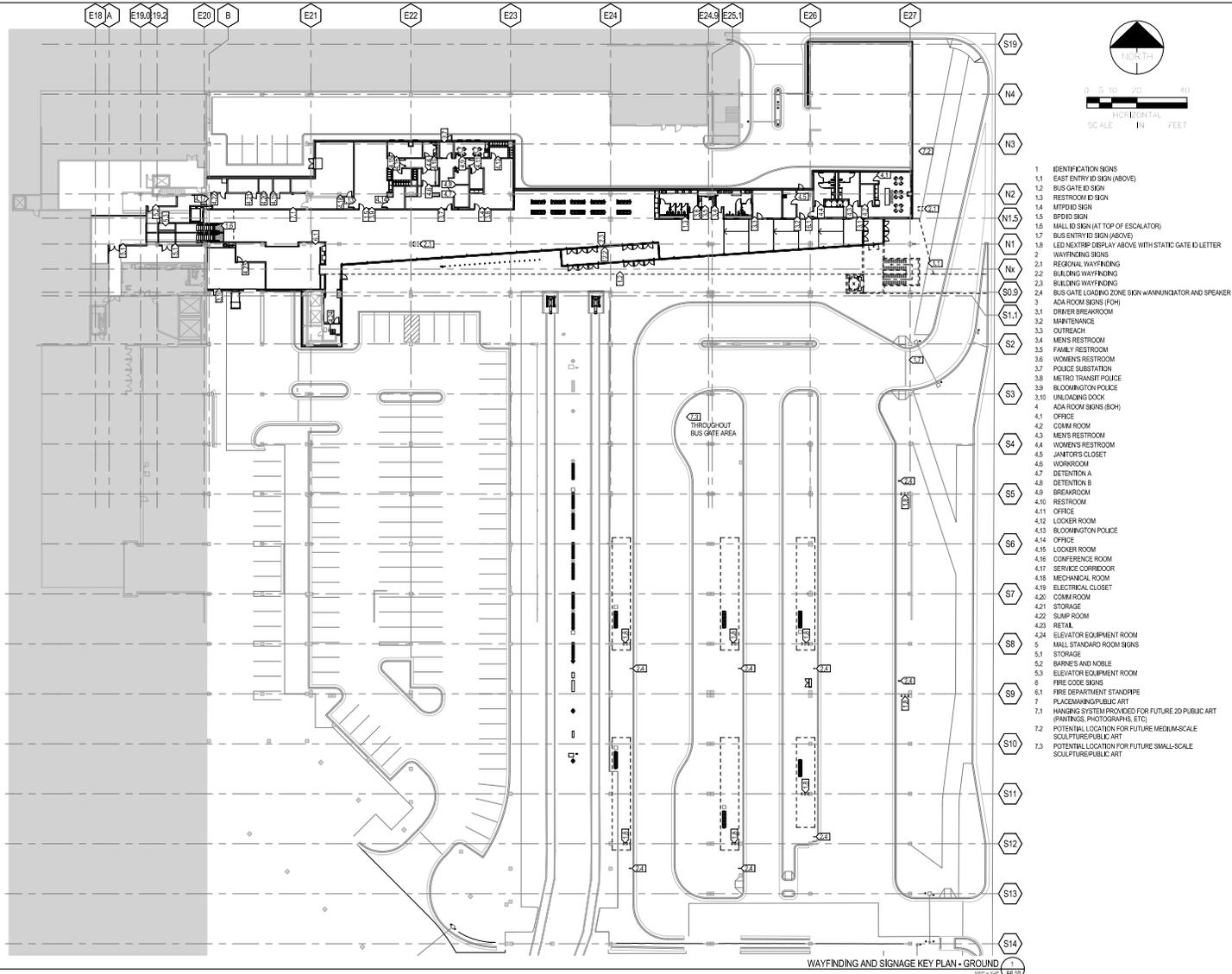
DESIGNED BY: MS/JD  
 DRAWN BY: NW  
 CHECKED BY: MS  
 DATE: 08/29/2016



MALL OF AMERICA  
 TRANSIT STATION RENOVATIONS  
**INTERIOR ELEVATIONS - SOUTH  
 WALL**

PROJECT NO.  
 62317  
 SHEET NO.  
**A5.12**

8/27/2016 7:05:45 PM



WAYFINDING AND SIGNAGE KEY PLAN - GROUND FLOOR

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NO.	DATE	DESCRIPTION OF REVISIONS	APP.
		DESIGNED BY: MS/JD	
		DRAWN BY: MF	
		CHECKED BY: MS	
		DATE: 08/29/2016	



MALL OF AMERICA  
TRANSIT STATION RENOVATIONS  
**WAYFINDING, SIGNAGE AND  
PLACEMAKING**

PROJECT NO.	62317
SHEET NO.	A6.10

8/27/2016 7:06:03 PM



## Comment Summary

PL201600120

**Application #:** PL2016-120

**Address:** 8100 24TH AVE S, BLOOMINGTON, MN 55425.

**Request:** **Major Revision to the Mall of America Final Development Plan for the renovation of the Metro Transit Mall of America Transit Station**

**Meeting:** Pre-Application DRC - May 3, 2016  
Post Application DRC – July 12, 2016  
Planning Commission - August 04, 2016  
City Council - August 15, 2016

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**Planning Review Contact:** Mike Centinario at [mcentinario@BloomingtonMN.gov](mailto:mcentinario@BloomingtonMN.gov), (952) 563-8921

- 1) The Transit Station is expected to remain open during construction. Before building permits are issued, City staff will need to review a construction staging plan. How will bus operations be accommodated during construction?
- 2) Screening metal panels cover a significant expanse north of the main Transit Station. There is an opportunity placemaking elements or embellishments that add visual interest. The design team will be meeting with City staff on planning for placemaking/artwork elements at the Transit Station.
- 3) The project description states that a feasibility study led by MOA will analyze the concept of a pedestrian crossing of 24th Avenue. Is there a timeline for that feasibility study? Could that study substantively impact the overall design of the MOA Transit Station?
- 4) Twenty bike racks are depicted with a bike repair station. Work with Engineering staff to determine bike rack specifications.
- 5) Project description indicates stall removals and additions. The renovation proposes three net additional stalls throughout MOA. Please provide a schematic graphic identifying the various parking lots where will either gain or lose parking stalls. Also include sidewalk dimensions when adjacent to parking stalls. City Code requires seven feet sidewalk width (including curb) to account for vehicle overhang.
- 6) The project narrative indicates 20 trees would be removed and 28 trees planted. Along with the perennial beds, expanded sidewalks, and decorative concrete, the pedestrian environment along 24th Avenue would be significantly improved from current conditions.
- 7) Parking lot and exterior security lighting must meet Section 21.301.07. Lighting fixtures identified in the project description have been approved for use. Photometric plans, signed by a PE or LC, must be approved before a building permit is issued.

- 8) Metal panels are used extensively in the overall design. City policy is to require a minimum 30 year warranty for pre-finished panels. Please provide specification information on the proposed panels.
- 9) Signage installed on a new parking structure skin would require an amendment to the MOA Master Sign Plan. The process to amend the Master Sign Plan is delineated in Section 21.501.06 of the City Code. MOA and Metro Transit will need to collaborate on the overall sign design.
- 10) Identify a location along 24th Avenue S. for wayfinding signage based on the City's Pedestrian Wayfinding Project. Continue to work with Liz Heyman in the Planning Division.

**Fire Department Review Contact:** Laura McCarthy at [lmccarthy@BloomingtonMN.gov](mailto:lmccarthy@BloomingtonMN.gov), (952) 563-8965

- 1) See previous DRC minutes for comments.

**Public Works Review Contact:** Jen Desrude at [jdesrude@BloomingtonMN.gov](mailto:jdesrude@BloomingtonMN.gov), (952) 563-4862

- 1) Provide civil plans for the project. Plan sheets may include grading, drainage, utility, erosion control, traffic control, civil site, etc.
- 2) A Minnesota licensed civil engineer must design and sign all civil plans.
- 3) A sidewalk/bikeway easement shall be provided for new alignment at new entrance. Developer/owner shall provide legal description and Engineering staff will prepare easement document.
- 4) Temporary street signs, lighting, and addresses shall be provided during construction.
- 5) Utility as-builts must be provided prior to issuance of Certificate of Occupancy.
- 6) Contractor shall obtain a Public Works permit for underground work within the right-of-way. Permit is required prior to removals or installation. Contact Utilities (952-563-4568) for permit information.
- 7) Private common driveway/access easement/agreement must be provided.
- 8) A Hennepin County right-of-way permit is required.
- 9) Contractor shall obtain a Public Works permit for obstructions and concrete work within the right-of-way. Permit is required prior to removals or installation. Contact Sean Jenkins (952-563-4545, [sjenkins@BloomingtonMN.gov](mailto:sjenkins@BloomingtonMN.gov)) for permit information.
- 10) Restore City street by complying with the City Street Improvement Policy; contact Utilities (952-563-4568) for the requirements and show this on the plan.

**Traffic Review Contact:** Jen Desrude at [jdesrude@BloomingtonMN.gov](mailto:jdesrude@BloomingtonMN.gov), (952) 563-4862

- 1) Consider using colored concrete paving at the employee entrance off of Killebrew to provide a visual cue similar to the bus entrance colored pavement, limit random passenger vehicles trying to enter. What is the plan if someone does mistakenly turn into the employee's entrance?

- 2) Show the bike rack illustrated on the architect's plan on the civil plans so you can see how the sidewalk works
- 3) Check for conflicts between STM STR-171 and system B signal conduits.
- 4) Revise the profile on sheets C5.02 and C5.03 so that it matches the plan view.
- 5) Do not install the new hydrant on the storm sewer for future maintenance.
- 6) Show and label all property lines and easements on all plan sheets.
- 7) Furnish a construction traffic control plan. Plans shall be reviewed and approved by the City Engineer prior to the issuance of permits. Plan shall be included in bid package.
- 8) See geometric and signal revision (redline on plan sheet)
- 9) Coordinate installation of South Loop Pedestrian Wayfinding Elements (internal and/or external to station) with Liz Heyman.
- 10) Review jointing pattern for constructability and future maintenance/trip hazards. Small triangle pieces are likely to float and become a trip hazard.
- 11) Note 11 under paving and striping notes on C0.00 seems like it may not be true based on the 4" concrete walk shown on C1.00 and the joint spacing on U1.00. Please clarify.
- 12) No decorative joints in the public right-of-way.
- 13) Provide 10' sidewalk along 24th Ave & Killebrew.
- 14) What is the plan for the 66" storm sewer during the installation of the 8" sanitary sewer?
- 15) The saw cut shown on C2.01 is in the wheel path of the SB lane. Extend the cut to be the full lane width or shorten it so it is on the lane line. Similarly check the tire path versus the joint on sheet C3.02.
- 16) It might be easier if the storm plans/profiles were on the same sheet or at least the same order.
- 17) Right-of-way dedication is required on the final plat.
- 18) A bike and ride facility seems appropriate for this station.
- 19) This plan could benefit from a general sheet layout plan showing the overall layout
- 20) Show median curb repair on sheet C3.03 for both sanitary and watermain work.
- 21) The catch basin in the median is shown for removal on C2.02 but still shows up on sheet C5.02 and C5.08. Please provide storm calculation that show the existing storm sewer and inlet capacity on 24th Ave works. Also if a new structure is not needed please remove the CB lead. Verify the storm pipes in this area. It appears that there are pipes flowing both north and west from the structure.
- 22) Will need traffic control plans for work in 24th Ave.
- 23) Show and label on plan sheets existing street light poles, handholes and conduit, and signal interconnect. (along Killebrew Dr. & 24th Avenue)  
Street lighting and interconnect conduit must be exposed for city inspection prior to pouring

concrete or backfilling excavations in city right-of-way.

- 24) Provide a signing and pavement marking plan for circulating traffic with appropriate references to signs selected in MMUTCD. All signing to be installed outside of city right-of-way.
- 25) All parking stall striping must be painted white. Parking islands must be 3-feet shorter than the parking stall and 8-feet wide.
- 26) Disabled parking signage and pavement markings shall be placed in accordance with ADA and MMUTCD.
- 27) Add invert elevations of storm connection for new inlets.
- 28) All construction and post-construction parking and storage of equipment and materials must be on-site. Use of public streets for private construction parking, loading/unloading, and storage will not be allowed.
- 29) Install crosswalk pavement markings in accordance with MMUTCD.
- 30) With the revised median on 24th Ave, is there adequate sight distance to plant a portion of the median, if it isn't needed for emergency staff response?
- 31) Accommodate as much as possible potential future pedestrian bridge connecting transit station to east side of 24th Ave development.
- 32) Illustrate that sidewalks do not exceed 2% maximum cross slope and 5% maximum longitudinal grade per ADA requirements by showing appropriate spot elevations and contours on the plan.
- 33) The new watermain shown on C6.01 crossing 24th Ave does not appear on the pavement removals shown on C2.02.
- 34) List the number of parking spaces required by city code and the number of spaces provided on the site plan.
- 35) All public sidewalks shall not be obstructed.
- 36) Storage of materials or equipment shall not be allowed on public streets or within public right-of-way. (Add to removal, utility or site plan sheets)

**Water Resources Review Contact:** Jen Desrude at [jdesrude@BloomingtonMN.gov](mailto:jdesrude@BloomingtonMN.gov), (952) 563-4862

- 1) Discharges to city storm sewer
- 2) Verify-drains directly to MN River
- 3) Drains to MN River. Appendix A applies: 7 Days
- 4) Conflicts with E. Temp stockpiles. Provide E.C. If left for more than 7 days.
- 5) De-watering activities shall prevent sediment from being discharged to storm sewer.

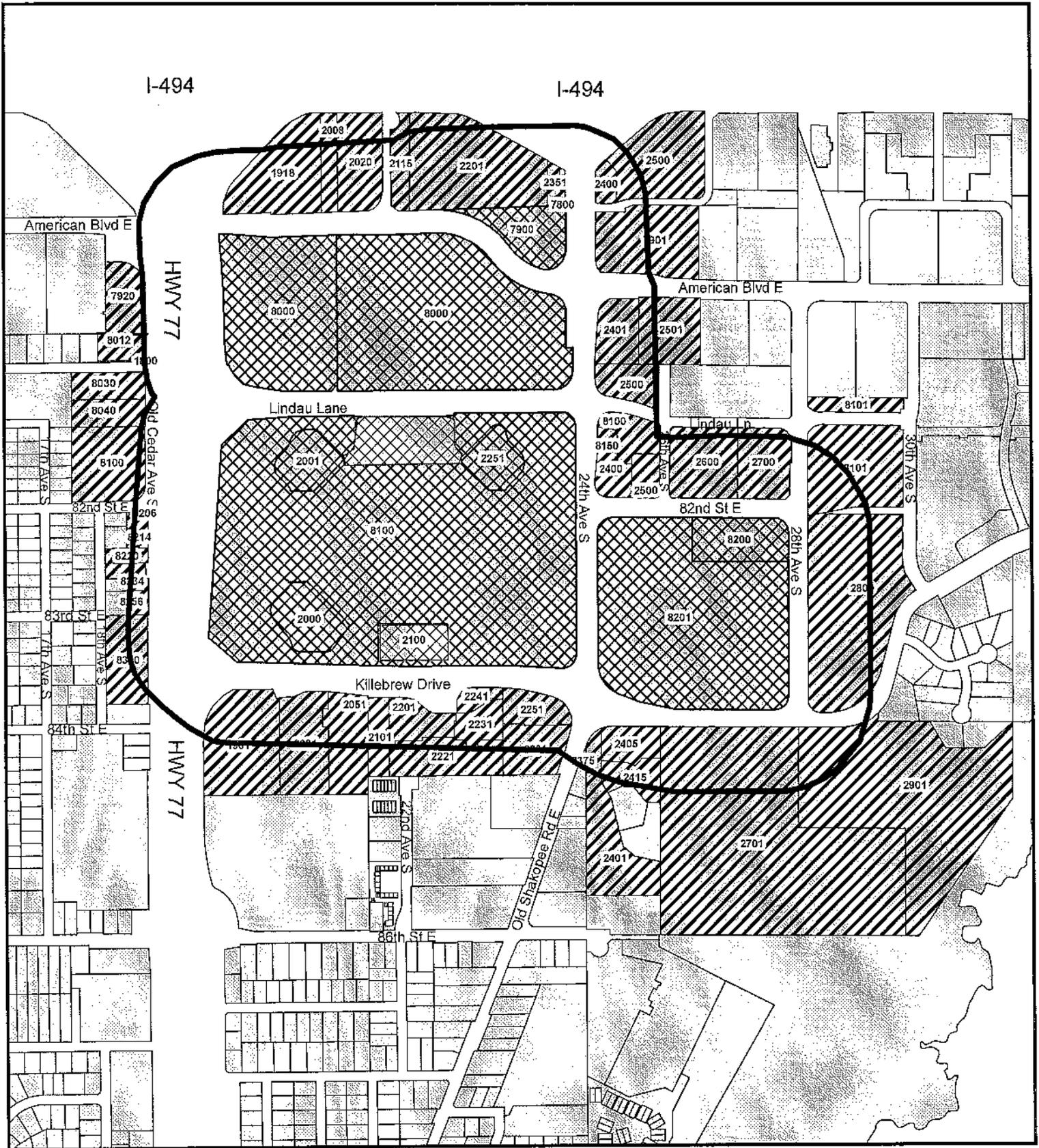
- 6) Transit station area has experienced storm sewer surcharge flooring, not sure of any alterations of improvements to address flooding. Will need to see calculation showing that the storm drainage works and will not flood the new improvement.
- 7) Add note to plan - contact Utilities Division (952-563-8777) regarding permit for storm sewer construction.
- 8) Provide a plan sheet layout sheet.
- 9) Darken the text on sheet C0.03.
- 10) An NPDES construction site permit and SWPPP shall be provided. The name and phone number of party responsible for erosion control shall be included; if greater than, one acre is disturbed.
- 11) Erosion Control Bond required prior to issuance of permits – dollar amount to be determined by Jen Desrude. Contractor to provide bid prices to install, maintain and remove EC devices. See plan notes.
- 12) HDPE pipe connections into all concrete structures must be made with water tight materials utilizing an A-Lok or WaterStop gasket or boot, cast-in-place rubber boot, or approved equal. Where the alignment precludes the use of the above approved watertight methods, Con Seal 231 WaterStop sealant, or approved equal will only be allowed as approved by the Engineer.

**Utility Review Contact:** Jen Desrude at [jdesrude@BloomingtonMN.gov](mailto:jdesrude@BloomingtonMN.gov), (952) 563-4862

- 1) Bloomington uses internal chimney seals.
- 2) Won't this crack here as well?
- 3) Use updated city standard details for driveways, utilities, erosion control, etc. found on the website at [www.bloomingtonmn.gov/information-sheets-and-handouts-engineering-division](http://www.bloomingtonmn.gov/information-sheets-and-handouts-engineering-division)
- 4) Provide a civil utility plan for city review and approval.
- 5) Sewer Availability Charge (SAC) be satisfied. Contact the Met Council at 651-602-1378 for a SAC determination, which is required by the Metropolitan Council Environmental Services.
- 6) Provide a minimum of 8-feet and a maximum of 10-feet of cover over all water lines, valves, services, etc.
- 7) Use Class 52 DIP water main for pipe 12-inches in diameter and smaller. A minimum 8 mil polywrap is required on all DIP.
- 8) An inspection manhole is required on all commercial sewer services.
- 9) Use standard short cone manholes without steps.
- 10) Install interior chimney seals on all sanitary sewer manholes.
- 11) Utility and mechanical contractors shall coordinate installation of water service pipes, fittings, and valves all the way into the building (i.e. up to meters and/or fire service equipment) to accommodate City inspection and testing. Utility and mechanical contractors shall coordinate installation of sewer services all the way into the building to accommodate City inspection and testing.

- 12) Sanitary sewer mainline, clean-outs, manholes, and services must be designed with adequate depth of cover or install high-density polystyrene insulation to prevent freezing.
- 13) Use schedule 40, SDR 26, or better for PVC sewer services.
- 14) Combination fire and domestic services must terminate with a thread on flange or an MJ to flange adapter.
- 15) All components of the water system, up to the water meter or fire service equipment, (i.e. mainline pipes, services larger than 2", valves, fittings, caps, etc.) shall utilize protective internal coatings meeting current ANSI/AWWA Standards for cement mortar lining or special coatings. The use of unlined or uncoated (cast-iron, gray-iron, steel, galvanized, etc.) pipe shall not be allowed.

# City of Bloomington Notification Map



-  Notification Boundary
-  Applicant Properties
-  Notified Properties

N  
  
 Scale: 1"=800'

**CASE PL2016-120**

Plot Time: 07/14/2016 09:23:45

A notice of this application was sent to the registered owner of these properties

# AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA )  
COUNTY OF HENNEPIN ) ss

Charlene Vold being duly sworn on an oath, states or affirms that he/she is the Publisher's Designated Agent of the newspaper(s) known as:

SC Bloomington

with the known office of issue being located in the county of:

HENNEPIN

with additional circulation in the counties of:

HENNEPIN

and has full knowledge of the facts stated below:

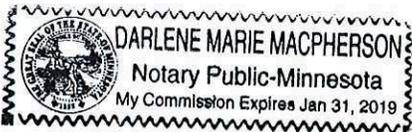
- (A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper as provided by Minn. Stat. §331A.02.
- (B) This Public Notice was printed and published in said newspaper(s) once each week, for 1 successive week(s); the first insertion being on 07/21/2016 and the last insertion being on 07/21/2016.

**MORTGAGE FORECLOSURE NOTICES**  
Pursuant to Minnesota Stat. §580.033 relating to the publication of mortgage foreclosure notices: The newspaper complies with the conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.

By: Charlene Vold  
Designated Agent

Subscribed and sworn to or affirmed before me on 07/21/2016 by Charlene Vold.

Darlene M MacPherson  
Notary Public



#### Rate Information:

(1) Lowest classified rate paid by commercial users for comparable space:

\$34.45 per column inch

Ad ID 573573

## CITY OF BLOOMINGTON NOTICE OF PUBLIC HEARING BY THE PLANNING COMMISSION

CASE FILE NUMBER:  
PL2016-120  
APPLICANTS: Kimley Horn/  
Metro Transit (co-applicants)  
MOAC Mall Holdings LLC (owner)

PROPERTY ADDRESS:  
8100 24th Avenue South  
PROPOSAL: Major Revision to the Mall of America Final Development Plan for the renovation and expansion of Metro Transit's Mall of America Station

DATE, LOCATION, AND TIME OF HEARING:  
08/04/2016, 6:00 p.m.  
City Council Chambers -  
Bloomington City Hall  
1800 West Old Shakopee Road  
City Council consideration date is announced at the Planning Commission meeting date at which action is taken.

HOW YOU CAN PARTICIPATE:  
(Please include Case File number above when corresponding)

1. Submit a letter to the address below expressing your views;
2. Attend the hearing and give testimony about the proposal; and/or
3. Contact the Planning Division using the information below.

FURTHER INFORMATION:  
Mike Centinario, Planner  
1800 West Old Shakopee Road  
Bloomington, MN 55431-3027  
Phone: 952-563-8921  
Email:  
mcentinario@BloomingtonMN.gov

Published in the  
Bloomington Sun Current  
July 21, 2016  
573573

Originator Community Development	Item <b>City Code Amendment to provide Performance Standards for Structures in BP-1 and BP-2 and Address City Policy for "Drop Houses"</b>
-------------------------------------	---

Date  
8/4/2016

Description

## GENERAL INFORMATION

Applicant: City of Bloomington

Request: City Code Amendment – Opting Out of the Requirements of Minnesota Statute Section 462.3593, Which Defines and Regulates Temporary Family Health Care Dwellings, and Establishing Standards and Approval Processes for Public and Public Utility Buildings in the BP-1 and BP-2 Overlay Zoning Districts

## AGENCY ACTION DEADLINE AND PUBLIC NOTIFICATION

Application Date: 07/06/16  
 60 Days: Waived by Applicant  
 120 Days: Waived by Applicant  
**Applicable Deadline:** Waived by Applicant  
 Newspaper Notification: Confirmed – (07/21/16 Sun Current – 10 day notice required)

## STAFF CONTACT

Nick M. Johnson, Planner  
 (952) 563-8925 – [nmjohnson@BloomingtonMN.gov](mailto:nmjohnson@BloomingtonMN.gov)

Requested Action

Staff recommends the following motion:

In Case PL2016-123, I move to recommend approval of a City Code Amendment to add performance standards and modify the approval process for structures in the BP-1 and BP-2 Overlay Districts and to opt out of the State legislation allowing temporary health care dwellings.

Attachments:

- Staff Report
- Proposed Ordinance
- Affidavit of Publication
- Minnesota Statute - Temporary Health Care Dwellings
- League of Minnesota Cities Informational Handout
- List of MN cities Opting Out of Temporary Health Dwellings Statute
- Public Comments

## GENERAL INFORMATION

Applicant: City of Bloomington

Request: City Code Amendment – Opting Out of the Requirements of Minnesota Statute Section 462.3593, Which Defines and Regulates Temporary Family Health Care Dwellings, and Establishing Standards and Approval Processes for Public and Public Utility Buildings in the BP-1 and BP-2 Overlay Zoning Districts

## HISTORY

City Council Action: 06/27/2016 – Approved an ordinance amendment to exempt public structures from the development prohibition below the 760-foot elevation within the BP-1 and BP-2 Overlay Districts and requested an ordinance to establish standards and alter approval processes for such structures

## CHRONOLOGY

Planning Commission	08/04/2016	Public Hearing Scheduled
City Council	08/15/2016	Public Hearing Scheduled

## PROPOSAL

The proposed ordinance serves two purposes. First, the amendment adds performance standards for public and public utility structures in the Bluff Protection (BP-1) and Bluff Development (BP-2) Overlay Districts. The proposed performance standards were requested by the City Council following their review and approval of an ordinance amendment to exempt public structures from the development prohibition below the 760-foot elevation within the BP-1 and BP-2 Overlay Districts on June 27, 2016. Second, the proposed ordinance responds to new State of Minnesota legislation allowing “temporary family health care dwellings” at single family residential properties by opting out of the State program, which is allowed under the subject legislation.

## ANALYSIS

### Bluff Protection District Standards for Public and Public Utility Buildings

At its June 27, 2016 meeting, the City Council requested that standards be drafted to apply to any future public or public utility structures in the Bluff Protection Zoning District. The first such structure, for CenterPoint Energy, will be on the City Council's August 15, 2016 agenda. No additional public or public utility structures are planned within the Bluff Protection Overlay District. The most likely location for such structures would be at the National Wildlife Refuge near the headquarters facility or the Bloomington Ferry trailhead.

Standards proposed address:

- Impacts to bluff character or integrity;
- Building size;
- Retaining walls and terracing;
- Design and color; and
- Screening.

The City Council also requested automatic review of any conditional use permit for public or public utility structure in the Bluff Protection Overlay Districts. Previously, final review was given to the Planning Commission, subject to appeal to the City Council. The proposed ordinance includes public and public utility buildings in Bluff Protection Districts in the list of conditional uses that must be acted upon by the City Council.

#### Temporary Health Care Dwellings

Temporary health care dwellings are small (300 sq. ft. or less) detached accessory structures intended to temporarily house people with health care issues. They are generally placed in a driveway or backyard next to a single family detached dwelling. On May 12<sup>th</sup>, Governor Dayton signed a bill that requires cities to allow temporary health care dwellings subject to state standards **unless a city passes an ordinance to opt out**. The law goes into effect on September 1, 2016.

Given the variety of concerns cited below, staff recommends joining several other Minnesota cities in opting-out of the State temporary health care dwelling requirements:

- State mandates remove local control and are a slippery slope. Opting out allows for more local control.
- The mentally and physically impaired will be better served and safer in a permanent setting rather than in a small, separated mobile home. Bloomington allows various permanent residential settings for the mentally and physically impaired including:
  - Within the existing units of the caregiver.
  - As an addition to existing units within an attached accessory dwelling unit.
  - Within senior housing with appropriate levels of care.
- There are a variety of safety concerns associated with temporary health care dwellings including but not limited to:

- Water lines and electric lines will run from the house to the temporary dwelling creating safety hazards (lawnmowers and snow blowers don't mix well with extension cords).
- Even if insulated, above ground water lines may freeze up during winter. The sewer tank could freeze during the winter. Both could create unsanitary conditions.
- Mobile homes are typically subject to less stringent safety codes than permanent construction. Combining lower safety codes with less mobile and maybe even bedridden people presents problems.

### **RECOMMENDATION**

Staff recommends the following motion:

In Case PL2016-123, I move to recommend approval of a City Code Amendment to add performance standards and modify the approval process for structures in the BP-1 and BP-2 Overlay Districts and to opt out of the State legislation allowing temporary health care dwellings.

**ORDINANCE NO. 2016 -**

**AN ORDINANCE OPTING OUT OF THE REQUIREMENTS OF MINNESOTA STATUTE SECTION 462.3593, WHICH DEFINES AND REGULATES TEMPORARY FAMILY HEALTH CARE DWELLINGS, AND ESTABLISHING STANDARDS AND APPROVAL PROCESSES FOR PUBLIC AND PUBLIC UTILITY BUILDINGS IN THE BP-1 AND BP-2 OVERLAY ZONING DISTRICTS, THEREBY AMENDING CHAPTER 21 OF THE CITY CODE**

The City Council of the City of Bloomington, Minnesota ordains:

Section 1. That Chapter 19 of the City Code is hereby amended by deleting those words that are contained in brackets [ ] and adding those words that are underlined, to read as follows:

**CHAPTER 19: ZONING**

\*\*\*

**ARTICLE III. ZONING DISTRICT MAP, ZONING DISTRICTS AND DISTRICT USES**

\*\*\*

**§ 19.38.11 BLUFF PROTECTION (BP-1) OVERLAY DISTRICTS.**

\*\*\*

(f) *Development regulations.* In addition to the provisions of the primary zoning district, the following provisions shall further regulate all development within the Bluff Protection Overlay District.

(1) Impervious surface coverage within the Bluff Protection Overlay District shall not exceed 20% of lot area within the Bluff Protection Overlay District.

(2) Structure height shall not exceed 830-foot elevation.

(3) Preceding any construction within the Bluff Protection Overlay District, erosion control measures shall be employed. Following construction, soil stabilization shall occur at the earliest possible time. Sodding, ground covers, shrubs and trees may be required by the issuing authority to fulfill this objective.

(4) The following standards apply to public and public utility structures in the Bluff Protection (BP-1) District.

(A) The placement of public and public utility structures must not negatively impact the character or integrity of the bluff.

(B) Public and public utility structures are limited to 1,500 square feet in floor area.

(C) Retaining walls may not exceed four feet in height and may not be terraced.

(D) Public and public utility structure design and color must be compatible with the surrounding areas and structures.

(E) Public and public utility structures must be screened by landscaping, screen fences or other materials when required by the City Council.

\*\*\*

**§ 19.38.12 BLUFF DEVELOPMENT (BP-2) OVERLAY DISTRICTS.**

\*\*\*

(f) *Development regulations.* In addition to the provisions of the primary zoning district, the following provisions shall further regulate all development within the Bluff Development Overlay District.

(1) A structure located between the 760-foot and 800-foot elevations shall be set back from each side property line the applicable primary zoning district standard and by an additional setback determined by the following formula:

$S = A/(H^2)$ <p>S = additional setback A = bluff face facade area H = bluff face building height</p>
---

(2) Maximum structure height shall be governed by the applicable primary zoning district standard.

(3) Post-development over-the-bluff storm water discharge rate shall be no greater than pre-development over-the-bluff storm water discharge rate.

(4) For the open space area of a site within the Bluff Development Overlay District at least 20 trees per acre are required for each of three of the following species:

- (A) Sugar maple, *Acer Saccharum*;
- (B) Basswood, *Tilia americana*;
- (C) Northern red oak, *Quercus rubra*;
- (D) Hackberry, *Celtis occidentalis*;
- (E) Black walnut, *Juglans nigra*; and
- (F) Black cherry, *prunus serotina*.

Trees which are planted to meet this requirement shall be of an average two-inch caliper measure with no trees of less than one-inch caliper measure being included in the average. Existing trees of the designated species may be counted in meeting this requirement provided they are greater than two-inch caliper measure. In situations in which planting of middle to late successional trees would be inappropriate, the issuing authority may approve a reforestation plan utilizing other trees species recommended in the Bluff Report District Plan.

(5) The following standards apply to public and public utility structures in the Bluff Development (BP-2) Overlay District.

(A) The placement of public and public utility structures must not negatively impact the character or integrity of the bluff.

(B) Public and public utility structures are limited to 1,500 square feet in floor area.

(C) Retaining walls may not exceed four feet in height and may not be terraced.

(D) Public and public utility structure design and color must be compatible with the surrounding areas and structures.

(E) Public and public utility structures must be screened by landscaping, screen fences or other materials when required by the City Council.

\*\*\*

Section 2. That Chapter 21 of the City Code is hereby amended by deleting those words that are contained in brackets [ ] and adding those words that are underlined, to read as follows:

## **CHAPTER 21: ZONING AND LAND DEVELOPMENT**

\*\*\*

## ARTICLE III. DEVELOPMENT STANDARDS

\*\*\*

### DIVISION B. USE STANDARDS

\*\*\*

#### § 21.302.03 ACCESSORY DWELLING UNITS.

\*\*\*

(e) Temporary family health care dwellings. Pursuant to the authority granted by M.S. § 462.3593, Subdivision 9, the City of Bloomington opts-out of the requirements of M.S. § 462.3593, which defines and regulates Temporary Family Health Care Dwellings.

\*\*\*

## ARTICLE V: ADMINISTRATION AND NONCONFORMITY

### DIVISION A: APPROVALS AND PERMITS

\*\*\*

#### § 21.501.04 CONDITIONAL USE PERMITS.

\*\*\*

(d) *Review and approval.* Conditional use permit applications must be reviewed and acted upon by the Planning Commission, except for the uses listed in subsection (d)(1) below, which must be reviewed by the Planning Commission and acted upon by the City Council. If the Planning Commission action results in a tie vote, the conditional use permit application is automatically sent to the City Council for their final action.

(1) *City Council review.* Because of higher potential to negatively impact surrounding property, the following use types must be reviewed by the Planning Commission and acted upon by the City Council when a conditional use permit is required by the underlying zoning district.

- (A) Clubs and lodges;
- (B) College or university;
- (C) Convention center;
- (D) Hospitals, sanitariums and rest homes;
- (E) Household hazardous waste and recycling collection facilities;
- (F) Junk car disposal businesses;
- (G) Open storage as a primary use;
- (H) Other uses compatible with the mixed use concept of the CO-2 District;
- (I) Pawn shops;
- (J) Places of assembly;
- (K) Planned developments;
- (L) Post secondary educational institutions;
- (M) School (K-12), public or private;
- (N) Solid waste transfer stations;

- (O) Manufactured home parks; [~~and~~]
- (P) Medical marijuana distribution facilities[-];
- (Q) Public and public utility buildings in the BP-1 and BP-2 Overlay Zoning

Districts.

\*\*\*

Passed and adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2016.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
Secretary to the Council

APPROVED:

\_\_\_\_\_  
City Attorney

# AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA )  
COUNTY OF HENNEPIN ) ss

Charlene Vold being duly sworn on an oath, states or affirms that he/she is the Publisher's Designated Agent of the newspaper(s) known as:

SC Bloomington

with the known office of issue being located in the county of:

HENNEPIN

with additional circulation in the counties of:

HENNEPIN

and has full knowledge of the facts stated below:

(A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper as provided by Minn. Stat. §331A.02.

(B) This Public Notice was printed and published in said newspaper(s) once each week, for 1 successive week(s); the first insertion being on 07/21/2016 and the last insertion being on 07/21/2016.

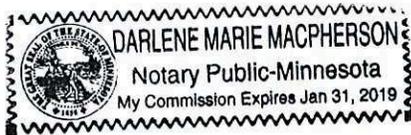
## MORTGAGE FORECLOSURE NOTICES

Pursuant to Minnesota Stat. §580.033 relating to the publication of mortgage foreclosure notices: The newspaper complies with the conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.

By: Charlene Vold  
Designated Agent

Subscribed and sworn to or affirmed before me on 07/21/2016 by Charlene Vold.

Darlene M MacPherson  
Notary Public



### Rate Information:

(1) Lowest classified rate paid by commercial users for comparable space:

\$34.45 per column inch

Ad ID 573138

## CITY OF BLOOMINGTON NOTICE OF PUBLIC HEARING BY THE PLANNING COMMISSION AND CITY COUNCIL

CASE FILE NUMBER:

PL2016-123

APPLICANT:

City of Bloomington

PROPOSAL: An ordinance opting out of the requirements of Minnesota Statutes Section 462.3593, which defines and regulates temporary family health care dwellings, and establishing standards and approval processes for public and public utility buildings in the BP-1 and BP-2 Overlay Zoning Districts, thereby amending Chapter 21 of the City Code

DATE, LOCATION, AND TIME OF HEARINGS:

Planning Commission

August 04, 2016, 6:05 p.m.

City Council Chambers -

Bloomington City Hall

1800 West Old Shakopee Road

City Council

August 15, 2016, 7:00 p.m.

City Council Chambers -

Bloomington City Hall

1800 West Old Shakopee Road

HOW YOU CAN PARTICIPATE:

(Please include Case File number above when corresponding)

1. Submit a letter to the address below expressing your views;

2. Attend the hearing and give testimony about the proposal; and/or

3. Contact the Planning Division using the information below.

FURTHER INFORMATION:

A full copy of the Case File is available for public review during regular business hours in the Community Development Department at Bloomington Civic Plaza, 1800 West Old Shakopee Road, Bloomington, MN 55431-3027

OR contact: Nick Johnson, Planner, 1800 West Old Shakopee Road, Bloomington, MN 55431-3027; (952) 563-8925; Email: nmjohnson@BloomingtonMN.gov

Published in the  
Bloomington Sun Current

July 21, 2016  
573138

Subd. 7. **Fee.** Unless otherwise specified by an action of the county board, the county may charge a fee of up to \$100 for the initial permit and up to \$50 for a renewal of the permit.

Subd. 8. **No public hearing required; application of section 15.99.** (a) Due to the time-sensitive nature of issuing a temporary dwelling permit for a temporary family health care dwelling, the county does not have to hold a public hearing on the application.

(b) The procedures governing the time limit for deciding an application for the temporary dwelling permit under this section are governed by section 15.99, except as provided in this section. The county has 15 days to issue a permit requested under this section or to deny it, except that if the county board holds regular meetings only once per calendar month the county has 30 days to issue a permit requested under this section or to deny it. If the county receives a written request that does not contain all required information, the applicable 15-day or 30-day limit starts over only if the county sends written notice within five business days of receipt of the request telling the requester what information is missing. The county cannot extend the period of time to decide.

Subd. 9. **Opt-out.** A county may by resolution opt-out of the requirements of this section.

**Sec. 3. [462.3593] TEMPORARY FAMILY HEALTH CARE DWELLINGS.**

Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have the meanings given.

(b) "Caregiver" means an individual 18 years of age or older who:

(1) provides care for a mentally or physically impaired person; and

(2) is a relative, legal guardian, or health care agent of the mentally or physically impaired person for whom the individual is caring.

(c) "Instrumental activities of daily living" has the meaning given in section 256B.0659, subdivision 1, paragraph (i).

(d) "Mentally or physically impaired person" means a person who is a resident of this state and who requires assistance with two or more instrumental activities of daily living as certified in writing by a physician, a physician assistant, or an advanced practice registered nurse licensed to practice in this state.

(e) "Relative" means a spouse, parent, grandparent, child, grandchild, sibling, uncle, aunt, nephew, or niece of the mentally or physically impaired person. Relative includes half, step, and in-law relationships.

(f) "Temporary family health care dwelling" means a mobile residential dwelling providing an environment facilitating a caregiver's provision of care for a mentally or physically impaired person that meets the requirements of subdivision 2.

Subd. 2. **Temporary family health care dwelling.** A temporary family health care dwelling must:

(1) be primarily assembled at a location other than its site of installation;

(2) be no more than 300 gross square feet;

(3) not be attached to a permanent foundation;

(4) be universally designed and meet state-recognized accessibility standards;

(5) provide access to water and electric utilities either by connecting to the utilities that are serving the principal dwelling on the lot or by other comparable means;

(6) have exterior materials that are compatible in composition, appearance, and durability to the exterior materials used in standard residential construction;

(7) have a minimum insulation rating of R-15;

(8) be able to be installed, removed, and transported by a one-ton pickup truck as defined in section 168.002, subdivision 21b, a truck as defined in section 168.002, subdivision 37, or a truck tractor as defined in section 168.002, subdivision 38;

(9) be built to either Minnesota Rules, chapter 1360 or 1361, and contain an Industrialized Buildings Commission seal and data plate or to American National Standards Institute Code 119.2; and

(10) be equipped with a backflow check valve.

**Subd. 3. Temporary dwelling permit; application.** (a) Unless the municipality has designated temporary family health care dwellings as permitted uses, a temporary family health care dwelling is subject to the provisions in this section. A temporary family health care dwelling that meets the requirements of this section cannot be prohibited by a local ordinance that regulates accessory uses or recreational vehicle parking or storage.

(b) The caregiver or relative must apply for a temporary dwelling permit from the municipality. The permit application must be signed by the primary caregiver, the owner of the property on which the temporary family health care dwelling will be located, and the resident of the property if the property owner does not reside on the property, and include:

(1) the name, address, and telephone number of the property owner, the resident of the property if different from the owner, and the primary caregiver responsible for the care of the mentally or physically impaired person; and the name of the mentally or physically impaired person who will live in the temporary family health care dwelling;

(2) proof of the provider network from which the mentally or physically impaired person may receive respite care, primary care, or remote patient monitoring services;

(3) a written certification that the mentally or physically impaired person requires assistance with two or more instrumental activities of daily living signed by a physician, a physician assistant, or an advanced practice registered nurse licensed to practice in this state;

(4) an executed contract for septic service management or other proof of adequate septic service management;

(5) an affidavit that the applicant has provided notice to adjacent property owners and residents of the application for the temporary dwelling permit; and

(6) a general site map to show the location of the temporary family health care dwelling and other structures on the lot.

(c) The temporary family health care dwelling must be located on property where the caregiver or relative resides. A temporary family health care dwelling must comply with all setback requirements that apply to the primary structure and with any maximum floor area ratio limitations that may apply to the primary structure. The temporary family health care dwelling must be located on the lot so that septic services and emergency vehicles can gain access to the temporary family health care dwelling in a safe and timely manner.

(d) A temporary family health care dwelling is limited to one occupant who is a mentally or physically impaired person. The person must be identified in the application. Only one temporary family health care dwelling is allowed on a lot.

(e) Unless otherwise provided, a temporary family health care dwelling installed under this section must comply with all applicable state law, local ordinances, and charter provisions.

Subd. 4. **Initial permit term; renewal.** The initial temporary dwelling permit is valid for six months. The applicant may renew the permit once for an additional six months.

Subd. 5. **Inspection.** The municipality may require that the permit holder provide evidence of compliance with this section as long as the temporary family health care dwelling remains on the property. The municipality may inspect the temporary family health care dwelling at reasonable times convenient to the caregiver to determine if the temporary family health care dwelling is occupied and meets the requirements of this section.

Subd. 6. **Revocation of permit.** The municipality may revoke the temporary dwelling permit if the permit holder violates any requirement of this section. If the municipality revokes a permit, the permit holder has 60 days from the date of revocation to remove the temporary family health care dwelling.

Subd. 7. **Fee.** Unless otherwise provided by ordinance, the municipality may charge a fee of up to \$100 for the initial permit and up to \$50 for a renewal of the permit.

Subd. 8. **No public hearing required; application of section 15.99.** (a) Due to the time-sensitive nature of issuing a temporary dwelling permit for a temporary family health care dwelling, the municipality does not have to hold a public hearing on the application.

(b) The procedures governing the time limit for deciding an application for the temporary dwelling permit under this section are governed by section 15.99, except as provided in this section. The municipality has 15 days to issue a permit requested under this section or to deny it, except that if the statutory or home rule charter city holds regular meetings only once per calendar month the statutory or home rule charter city has 30 days to issue a permit requested under this section or to deny it. If the municipality receives a written request that does not contain all required information, the applicable 15-day or 30-day limit starts over only if the municipality sends written notice within five business days of receipt of the request telling the requester what information is missing. The municipality cannot extend the period of time to decide.

Subd. 9. **Opt-out.** A municipality may by ordinance opt-out of the requirements of this section.

Sec. 4. **EFFECTIVE DATE.** This act is effective September 1, 2016, and applies to temporary dwelling permit applications made under this act on or after that date.

Presented to the governor May 12, 2016

Signed by the governor May 12, 2016, 1:27 p.m.

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## Temporary Family Health Care Dwellings of 2016 Allowing Temporary Structures – What it means for Cities

### **Introduction:**

On May 12, 2016, Gov. Dayton signed, into law, a bill creating a new process for landowners to place mobile residential dwellings on their property to serve as a temporary family health care dwelling.<sup>1</sup> Community desire to provide transitional housing for those with mental or physical impairments and the increased need for short term care for aging family members served as the catalysts behind the legislature taking on this initiative. The resulting legislation sets forth a short term care alternative for a “mentally or physically impaired person”, by allowing them to stay in a “temporary dwelling” on a relative’s or caregiver’s property.<sup>2</sup>

### **Where can I read the new law?**

Until the state statutes are revised to include bills passed this session, cities can find this new bill at [2016 Laws, Chapter 111](#).

### **Does the law require cities to follow and implement the new temporary family health care dwelling law?**

Yes, unless a city opts out of the new law or currently allows temporary family health care dwellings as a permitted use.

### **Considerations for cities regarding the opt-out?**

These new temporary dwellings address an emerging community need to provide more convenient temporary care. When analyzing whether or not to opt out, cities may want to consider that:

- The new law alters a city’s level of zoning authority for these types of structures.
- While the city’s zoning ordinances for accessories or recreational vehicles do not apply, these structures still must comply with setback requirements.
- A city’s zoning and other ordinances, other than its accessory use or recreational vehicle ordinances, still apply to these structures. Because conflicts may arise between the statute and a city’s local ordinances, cities should confer with their city attorneys to analyze their current ordinances in light of the new law.

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<sup>1</sup> [2016 Laws, Chapter 111](#).

<sup>2</sup> Some cities asked if other states have adopted this type of law. The only states that have a somewhat similar statute at the time of publication of this FAQ are North Carolina and Virginia. It is worth noting that some states have adopted Accessory Dwelling Unit (ADU) statutes to allow granny flats, however, these ADU statutes differ from Minnesota’s Temporary Health Care Dwelling law.

- Although not necessarily a legal issue for the city, it seems worth mentioning that the permit process does not have the individual with the physical or mental impairment or that individual's power of attorney sign the permit application or a consent to release his or her data.
- The application's data requirements may result in the city possessing and maintaining nonpublic data governed by the Minnesota Government Data Practices Act.
- The new law sets forth a permitting system for both cities and counties<sup>3</sup>. Cities should consider whether there is an interplay between these two statutes.

### **Do cities need to do anything to have the new law apply in their city?**

**No**, the law goes into effect Sept. 1, 2016 and automatically applies to all cities that do not opt out or don't already allow temporary family health care dwellings as a permitted use under their local ordinances.

### **Do cities lose the option to opt out after the Sept. 1, 2016 effective date?**

**No**, the law does not set a deadline for opting out, so cities can opt out after Sept. 1, 2016. However, if the city has not opted out by Sept. 1, 2016, then the city must not only have determined a permit fee amount<sup>4</sup> before that date (if the city wants to have an amount different than the law's default amount), but also must be ready on that date to accept applications and process the permits in accordance with the short timeline required by the law. Cities should consult their city attorney to analyze how to handle applications submitted after Sept. 1, 2016, but still pending at the time of a later opt out.

### **What if a city already allows a temporary family health care dwelling as a permitted use?**

If the city already has designated temporary family health care dwellings as a permitted use, then the law does not apply and the city follows its own ordinance. The city should consult its city attorney for any uncertainty about whether structures currently permitted under existing ordinances qualify as temporary family health care dwellings.

### **What process should the city follow if it chooses to opt out of this statute?**

Cities that wish to opt out of this law must pass an ordinance to do so. The statute does not provide clear guidance on how to treat this opt-out ordinance. However, since the new law adds section 462.3593 to the land use planning act (Minn. Stat. ch. 462), arguably, it may represent the adoption or an amendment of a zoning ordinance, triggering the requirements of Minn. Stat. § 462.357, subd. 2-4, including a public hearing with 10-day published notice. Therefore, cities may want to err on the side of caution and treat the opt-out ordinance as a zoning provision.<sup>5</sup>

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<sup>3</sup> See Minn. Stat. §394.307

<sup>4</sup> Cities do have flexibility as to amounts of the permit fee. The law sets, as a default, a fee of \$100 for the initial permit with a \$50 renewal fee, but authorizes a city to provide otherwise by ordinance.

<sup>5</sup> For smaller communities without zoning at all, those cities still need to adopt an opt-out ordinance. In those instances, it seems less likely that the opt-out ordinance would equate to zoning. Because of the ambiguity of the

### **Does the League have a model ordinance for opting out of this program?**

**Yes.** Link to opt out ordinance here: [Temporary Family Health Care Dwellings Ordinance](#)

### **Can cities partially opt out of the temporary family health care dwelling law?**

**Not likely.** The opt-out language of the statute allows a city, by ordinance, to opt out of the requirements of the law but makes no reference to opting out of parts of the law. If a city wanted a program different from the one specified in statute, the most conservative approach would be to opt out of the statute, then adopt an ordinance structured in the manner best suited to the city. Since the law does not explicitly provide for a partial opt out, cities wanting to just partially opt out from the statute should consult their city attorney.

### **Can a city adopt pieces of this program or change the requirements listed in the statute?**

Similar to the answer about partially opting out, the law does not specifically authorize a city to alter the statutory requirements or adopt only just pieces of the statute. Several cities have asked if they could add additional criteria, like regulating placement on driveways, specific lot size limits, or anchoring requirements. As mentioned above, if a city wants a program different from the one specified in the statute, the most conservative approach would involve opting out of the statute in its entirety and then adopting an ordinance structured in the manner best suited to the city. Again, a city should consult its city attorney when considering adopting an altered version of the state law.

### **What is required in an application for a temporary family health care dwelling permit?**

The mandatory application requests very specific information including, but not limited to:<sup>6</sup>

- Name, address, and telephone number of the property owner, the resident of the property (if different than the owner), and the primary care giver;
- Name of the mentally or physically impaired person;
- Proof of care from a provider network, including respite care, primary care or remote monitoring;
- Written certification signed by a Minnesota licensed physician, physician assistant or advanced practice registered nurse that the individual with the mental or physical impairment needs assistance performing two or more “instrumental activities of daily life;”<sup>7</sup>

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statute, cities should consult their city attorneys on how best to approach adoption of the opt-out ordinance for their communities.

<sup>6</sup> New Minn. Stat. § 462.3593, subd. 3 sets forth all the application criteria.

<sup>7</sup> This is a term defined in law at Minn. Stat. § 256B.0659, subd. 1(i) as “activities to include meal planning and preparation; basic assistance with paying bills; shopping for food, clothing, and other essential items; performing household tasks integral to the personal care assistance services; communication by telephone and other media; and traveling, including to medical appointments and to participate in the community.”

- An executed contract for septic sewer management or other proof of adequate septic sewer management;
- An affidavit that the applicant provided notice to adjacent property owners and residents;
- A general site map showing the location of the temporary dwelling and the other structures on the lot; and
- Compliance with setbacks and maximum floor area requirements of primary structure.

The law requires all of the following to sign the application: the primary caregiver, the owner of the property (on which the temporary dwelling will be located) and the resident of the property (if not the same as the property owner). However, neither the physically disabled or mentally impaired individual nor his or her power of attorney signs the application.

### **Who can host a temporary family health care dwelling?**

Placement of a temporary family health care dwelling can only be on the property where a “caregiver” or “relative” resides. The statute defines caregiver as “an individual, 18 years of age or older, who: (1) provides care for a mentally or physically impaired person; and (2) is a relative, legal guardian, or health care agent of the mentally or physically impaired person for whom the individual is caring.” The definition of “relative” includes “a spouse, parent, grandparent, child, grandchild, sibling, uncle, aunt, nephew or niece of the mentally or physically impaired person. Relative also includes half, step and in-law relationships.”

### **Is this program just for the elderly?**

**No.** The legislature did not include an age requirement for the mentally or physically impaired dweller.<sup>8</sup>

### **Who can live in a temporary family health care dwelling and for how long?**

The permit for a temporary health care dwelling must name the person eligible to reside in the unit. The law requires the person residing in the dwelling to qualify as “mentally or physically impaired,” defined as “a person who is a resident of this state and who requires assistance with two or more instrumental activities of daily living as certified by a physician, a physician assistant, or an advanced practice registered nurse, licenses to practice in this state.” The law specifically limits the time frame for these temporary dwellings permits to 6 months, with a one-time 6 month renewal option. Further, there can be only one dwelling per lot and only one dweller who resides within the temporary dwelling

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<sup>8</sup> The law expressly exempts a temporary family health care dwelling from being considered “housing with services establishment”, which, in turn, results in the 55 or older age restriction set forth for “housing with services establishment” not applying.

### **What structures qualify as temporary family health care dwellings under the new law?**

The specific structural requirements set forth in the law preclude using pop up campers on the driveway or the “granny flat” with its own foundation as a temporary structure. Qualifying temporary structures must:

- Primarily be pre-assembled;
- Cannot exceed 300 gross square feet;
- Cannot attach to a permanent foundation;
- Must be universally designed and meet state accessibility standards;
- Must provide access to water and electrical utilities (by connecting to principal dwelling or by other comparable means<sup>9</sup>);
- Must have compatible standard residential construction exterior materials;
- Must have minimum insulation of R-15;
- Must be portable (as defined by statute);
- Must comply with Minnesota Rules chapter 1360 (prefabricated buildings) or 1361 (industrialized/modular buildings), “and contain an Industrialized Buildings Commission seal and data plate or to American National Standards Institute Code 119.2”<sup>10</sup>; and
- Must contain a backflow check valve.<sup>11</sup>

### **Does the State Building Code apply to the construction of a temporary family health care dwelling?**

**Mostly, no.** These structures must meet accessibility standards (which are in the State Building Code). The primary types of dwellings proposed fall within the classification of recreational vehicles, to which the State Building Code does not apply. Two other options exist, however, for these types of dwellings. If these structures represent a pre-fabricated home, the federal building code requirements for manufactured homes apply (as stated in Minnesota Rules, Chapter 1360). If these structures are modular homes, on the other hand, they must be constructed consistent with the State Building Code (as stated in Minnesota Rules, Chapter 1361).

### **What health, safety and welfare requirements does this new law include?**

Aside from the construction requirements of the unit, the temporary family health care dwelling must be located in an area on the property where “septic services and emergency vehicles can gain access to the temporary family health care dwelling in a safe and timely manner.”

### **What local ordinances and zoning apply to a temporary health care dwelling?**

The new law states that ordinances related to accessory uses and recreational vehicle storage and parking do not apply to these temporary family health care dwellings.

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<sup>9</sup> The Legislature did not provide guidance on what represents “other comparable means”.

<sup>10</sup> ANSI Code 119.2 has been superseded by NFPA 1192. For more information, the American National Standards Institute website is located at <https://www.ansi.org/>.

<sup>11</sup> New Minn. Stat. § 462.3593, subd. 2 sets forth all the structure criteria.

However, unless otherwise provided, setbacks and other local ordinances, charter provisions, and applicable state laws still apply. Because conflicts may arise between the statute and one or more of the city's other local ordinances, cities should confer with their city attorneys to analyze their current ordinances in light of the new law.

### **What permit process should cities follow for these permits?**

The law creates a new type of expedited permit process. The permit approval process found in Minn. Stat. § 15.99 generally applies; however, the new law shortens the time frame within which the local governmental unit can make a decision on the permit. Due to the time sensitive nature of issuing a temporary dwelling permit, the city does not have to hold a public hearing on the application and has only 15 days (rather than 60 days) to either issue or deny a permit. For those councils that regularly meet only once a month, the law provides for a 30-day decision. The law specifically prohibits cities from extending the time for making a decision on the permit application. The new law allows the clock to restart if a city deems an application incomplete, but the city must provide the applicant written notice within five business days of receipt of the application identifying the missing information.

### **Can cities collect fees for these permits?**

Cities have flexibility as to amounts of the permit fee. The law sets the fee at \$100 for the initial permit with a \$50 renewal fee, unless a city provides otherwise by ordinance.

### **Can cities inspect, enforce and ultimately revoke these permits?**

**Yes**, but only if the permit holder violates the requirements of the law. The statute allows for the city to require the permit holder to provide evidence of compliance and also authorizes the city to inspect the temporary dwelling at times convenient to the caregiver to determine compliance. The permit holder then has sixty (60) days from the date of revocation to remove the temporary family health care dwelling. The law does not address appeals of a revocation.

### **How should cities handle data it acquires from these permits?**

The application data may result in the city possessing and maintaining nonpublic data governed by the Minnesota Government Data Practices Act. To minimize collection of protected health data or other nonpublic data, the city could, for example, request that the required certification of need simply state "that the person who will reside in the temporary family health care dwelling needs assistance with two or more instrumental activities of daily living", without including in that certification data or information about the specific reasons for the assistance, the types of assistance, the medical conditions or the treatment plans of the person with the mental illness or physical disability. Because of the complexities surrounding nonpublic data, cities should consult their city attorneys when drafting a permit application.

### **Should the city consult its city attorney?**

**Yes.** As with any new law, to determine the potential impact on cities, the League recommends consulting with your city attorney.

Temporary Family HealthCare Dwellings

June 27, 2016

Page 7

**Where can cities get additional information or ask other questions.**

For more information, contact Staff Attorney Pamela Whitmore at [pwhitmore@lmc.org](mailto:pwhitmore@lmc.org) or LMC General Counsel Tom Grundhoefer at [tgrundho@lmc.org](mailto:tgrundho@lmc.org). If you prefer calling, you can reach Pamela at 651.281.1224 or Tom at 651.281.1266.

List of MN Cities Considering Opt-Out of Temporary Family Health Care Dwellings

Andover	Minneapolis
Anoka	Mounds View
Arden Hills	Orono
Belle Plain	Osseo
Brainerd	Robbinsdale
Burnsville	Shoreview
Coon Rapids	Spring Lake Park
Cottage Grove	St. Anthony
Delano	St. Paul Park
Duluth	Vadnais Heights
Eden Prairie	West St. Paul
Hastings	Winona
Lakeville	Woodbury
Maplewood	Wyoming

*Note: List is compiled via staff research as of 7/28/2016 and likely does not represent a complete list of cities who have opted out or are considering opting out of the State temporary housing statute.*

## Markegard, Glen

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**From:** Mark Hanson <Mark.Hanson@sunde.com>  
**Sent:** Thursday, July 07, 2016 4:02 PM  
**To:** Markegard, Glen  
**Subject:** Drop Home law

Hello Glen

Just can't see a drop home in my Neighborhood when we can't even park a Motor home or Boat in the yard without screening

I would say Bloomington **Needs to opt out** just by the practicality of the matter

Mark Hanson  
8408 Amsden Ridge Drive  
Bloomington, MN 55438

952-886-3105 W

## Markegard, Glen

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**From:** Lee G Mail <leestokes9128@gmail.com>  
**Sent:** Thursday, July 07, 2016 3:59 PM  
**To:** Markegard, Glen  
**Subject:** Tiny houses

We would choose to opt out of considering Bloomington as a tiny structure on property community.

Respectfully,

Lee & Dee Stokes

9128 Decatur AV S

Bloomington, MN 55438

Sent from my iPhone

**From:** Markegard, Glen  
**Sent:** Monday, July 18, 2016 2:22 PM  
**To:** 'Lee G Mail'  
**Cc:** Johnson, Nick M  
**Subject:** RE: Tiny houses

Thank you for your e-mail. We will include it in the packet given to both the Planning Commission and City Council. Staff has prepared a draft opt-out ordinance, which is scheduled for a public hearing before the Planning Commission on August 4th and before the City Council on August 15th.

Please let me know if you have any questions.

Thanks,

Glen

Glen Markegard, AICP | Planning Manager  
City of Bloomington  
1800 W. Old Shakopee Road  
Bloomington, MN 55431-3027  
(952) 563-8923  
[gmarkegard@BloomingtonMN.gov](mailto:gmarkegard@BloomingtonMN.gov)

-----Original Message-----

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Bloomington, MN 55438  
Sent from my iPhone

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**Sent:** Monday, July 18, 2016 2:24 PM  
**To:** 'Mark Hanson'  
**Cc:** Johnson, Nick M  
**Subject:** RE: Drop Home law

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**Glen Markegard, AICP | Planning Manager**

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1800 W. Old Shakopee Road  
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[gmarkegard@BloomingtonMN.gov](mailto:gmarkegard@BloomingtonMN.gov)

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Mark Hanson  
8408 Amsden Ridge Drive  
Bloomington, MN 55438

952-886-3105 W

Originator Planning	Item <b>Rezoning several parcels from R-1 to I-3(PD) and 351 American Blvd. W. from I-3 to I-3(PD), Preliminary and Final Plat, and Major Revision to the Preliminary and Final Development Plan for the Toro Corporate campus planned development</b>
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Date 8/4/2016
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Description	
Applicant:	The Toro Company
Location:	351 American Blvd. W., 8001, 8011, and 8015 Grand Ave. S.
Request:	<ol style="list-style-type: none"> <li>1. Rezone 351 American Boulevard from I-3, General Industry, to I-3(PD), General Industry(Planned Development); Rezone 508, 400, and 408 West 80th Street; 8000, 8001, 8004, 8010, 8016, and 8020 Harriet Avenue; 8000 and 8004 Grand Avenue from R-1, Single-Family Residential to I-3(PD), General Industry(Planned Development);</li> <li>2. Preliminary and Final Plat of TORO 3RD ADDITION to combine all contiguous lots owned by The Toro Company into one lot; and</li> <li>3. Major Revision to the Preliminary and Final Development Plan for the Toro Corporate campus planned development.</li> </ol>

**Requested Action**

Staff recommends the following motion:

In Case PL2016-108, having been able to make the required findings, I move to recommend City Council adopt an ordinance approving the rezoning of several parcels from R-1 to I-3(PD) and 351 American Blvd. W. from I-3 to I-3(PD), adopt a resolution approving a Preliminary and Final Plat, and approve a Major Revision to the Preliminary and Final Development Plan for the Toro Corporate campus planned development subject to the conditions and Code requirements attached to the staff report.

- Attachments:**
- Staff Report
  - Recommended Conditions of Approval
  - Project Description
  - Preliminary and Final Development Plan and Plat
  - DRC Minutes
  - DRC Comment Summary
  - Notification Map
  - Publication Verification
  - Agency Action Timeline Extension

## GENERAL INFORMATION

Applicant: Ryan Companies (applicant)  
The Toro Company (owner)

Location: 8001, 8011 and 8015 Grand Ave South  
351 American Blvd W  
8111 Lyndale Ave S  
See application materials – 40+ total parcels

Request: Rezone several parcels from R-1 to I-3(PD) and 351 American Blvd. W. from I-3 to I-3(PD), Preliminary and Final Plat, and Major Revision to the Preliminary and Final Development Plan for the Toro Corporate campus planned development

Existing Land Use and Zoning: Industrial, office, vacant residential land; zoned R-1, I-3, and I-3(PD)

Surrounding Land Use and Zoning: North – Single Family Residential, Retail, Warehouse, and Auto Repair; zoned R-1 and I-3  
South – Single Family Residential and Office/Warehouse; zoned R-1 and I-3  
West – Single-Family Residential, Hotel, and Bank; zoned R-1, I-3, and FD-2(PD)  
East – Railroad, Auto Repair, Single Family Residential, Office/Warehouse and Service; zoned I-3

Comprehensive Plan Designation: Industrial

## HISTORY

City Council Action: 05/16/94 – Approved rezoning for 23 properties from B-1 and R-1 to I-3 and final site and building plans for a parking lot (Case 4788AB-94).

City Council Action: 07/01/96 – Approved rezoning from I-3 to I-3(PD), preliminary development plan for Phase I and II (parking ramp, building additions and an office building) and final development plan for Phase I (parking ramp and building additions) (Case 4788A-96).

City Council Action: 08/04/97 – Approved rezoning 13 properties from R-1 to I-3(PD) for a product testing area (Case 4788A-97).

City Council Action: 07/01/13 – Approved rezoning from B-1, R-1, and I-3 to I-3(PD), a major revision to PDP, and FDP to construct a new 75,000 square foot office building and a 282 space parking lot (Case 4788ABC-13).

City Council Action: 07/01/13 – Approved a variance from rooftop screening requirements on an existing building (Case 4788C-14).

### CHRONOLOGY

Planning Commission	07/21/16	Continued to August 4, 2016 meeting
Planning Commission	08/04/16	Public hearing scheduled
City Council	09/12/16	Tentative public hearing

### DEADLINE FOR AGENCY ACTION

Application Date:	06/15/16
60 Days:	08/14/16
120 Days:	10/13/16
<b>Applicable Deadline:</b>	<b>10/13/16 (Extended by City)</b>
Newspaper Notification:	Confirmed – (07/07/16 Sun Current – 10 day notice)
Direct Mail Notification	Confirmed – (500 foot buffer – 10 day notice)

### STAFF CONTACT

Mike Centinario, (952) 563-8921  
mcentinario@BloomingtonMN.gov

### PROPOSAL

The Toro Company is proposing an expansion of their corporate campus planned development. The most recent expansion was in 2013 when the City Council approved a 75,000 square foot office building and associated parking lot. To accomplish this corporate campus plan, the Toro Company is proposing the following:

- A preliminary and final plat to combine contiguous Toro-owned parcels east of Lyndale Avenue, south of American Blvd., and west of Grand Avenue into one lot;
- Rezoning vacant single-family properties from R-1 Single Family Residential to I-3 General Industrial (Planned Development) to incorporate land into the planned development;
- Major revision of the preliminary development plan (PDP) to establish a corporate campus plan incorporating several Toro buildings and vacant residential properties, identifying future office renovations, site improvements (sidewalks, parking lots, landscaping, stormwater management), equipment testing grounds, proof of parking, and potential partial right-of-way vacation of Grand Avenue, and a future cul-de-sac;
- Major revision to the final development plan (FDP) to convert an existing warehouse building located at 351 American Blvd. to office, modify the building's exterior, construct a 82-stall parking lot expansion to serve the new office space and mill and overlay existing loading area; and install a sidewalk to connect the existing office complex to the 351 American Blvd. building;
- Reconfigure proof of parking due to the parking lot expansion for the 351 American Blvd. office conversion;
- Vacating W. 80<sup>th</sup> Street west of Grand Avenue and remnant alley accesses; and
- A right-of-way use agreement to use the Pleasant Avenue right-of-way for equipment storage and six-foot fence surrounding storage.

## ANALYSIS

### **Planned Development Background**

Large planned developments, such as corporate campuses, typically develop over several phases. Preliminary development plans establish the long term, full build-out for the planned development. The PDP establishes the land uses and *general* configuration of site improvements. Final development plans, however, represent the *exact* development that is proposed as the next phase. There could be several FDPs to complete all the improvements identified in the PDP.

In terms of implementing planned developments, an applicant receives building permits for an approved FDP, not an approved PDP. Future improvements identified in the PDP would need to receive FDP approval before the City would issue permits for construction.

### **Rezoning**

For many years the Toro Company has been systematically purchasing the single-family homes in the neighborhood near the corporate headquarters to facilitate long-term campus expansion. All purchased single-family homes have been removed, but the underlying R-1 Single Family zoning remains. Figure 1 below depicts the remaining single-family zoning (white) surrounded by industrial zoning (blue). Although the vacant properties are zoned R-1, the Comprehensive Plan guides them as Industrial; redevelopment to industrially-compatible land uses was



Standard	Code Requirement	Proposed	Compliant?
Site Area – minimum	--	1,593,351 square feet (with final plat)	Yes
Minimum lot width	100 feet	344 feet	Yes
Minimum building floor area	--	24,000 square feet	Yes
Building setback – all streets – minimum	35 feet	13 feet – 351 American Blvd 18 feet – 8001 Grand Ave	Deviations required (existing conditions)
Building side yard setback – minimum	10 feet	Minimum 10 feet	Yes
Minimum landscape yard	20 feet - along streets	0 feet – 351 American Blvd building along Grand Ave.	Deviation required (existing condition)
Parking setback – internal minimum	5 feet – side and rear lot lines	5 feet	Yes
Parking islands	8 feet width with one tree or more; Islands used for stormwater purposes exempt from tree requirement	8 foot minimum width with trees, one island missing deciduous tree	Minor revision required
Landscaping	37 trees 91 shrubs	37 trees 147 shrubs	Yes, with minor revision
Drive aisles	24 feet minimum width for 90 degree parking	24 for 90 degree parking and 20 feet for angled and parallel parking	Yes
Parking – minimum	1,580 parking stalls – see Table 2 below for calculation	1,591 stalls	Meets Code with proof of parking (see comments)
Trash collection and storage	Interior with interior access	Trash would be located within building and accessed from loading dock	Yes

Standard	Code Requirement	Proposed	Compliant?
Lighting – maintained levels – minimum	Parking Lot – 1.5 FC Entry – 7.0 FC Secondary entrance – 2.0 FC within 5 feet of door	Parking Lot – 1.0 to 4.7 FC Entry – unknown Secondary door – 0.9 FC	Minor revisions required

**Building Design**

The only building modifications proposed are for the 351 American Blvd. building. New windows would be installed on the north elevation along American Blvd. Glass would be utilized for the primary entrance and a cafeteria area on the south elevation. Translucent panels proposed on the south elevation would take advantage of southern exposure to add natural light into the office space. Stucco is proposed for the existing painted concrete masonry unit façade, although the particular stucco system proposed would entail a finish coat primarily comprised of acrylic material (paint) in violation of the coating prohibition established in Section 19.63.08. A traditional, cement-based stucco finish coat would meet Code requirements. Staff and the applicant continue to discuss acceptable building materials; a recommended condition of approval would require Planning Manager approval of exterior building materials.

**Landscaping, Screening and Lighting**

Landscaping plans have been approved for past expansions. The final development plan proposal entails the 351 American Blvd. office conversion and parking lot, so staff focused landscape plan review on that particular area. The applicant meets City Code requirements pertaining to required trees and exceeds shrub requirements. Perennial foundation plantings are proposed along the 351 American Blvd. building’s street frontage and trees and shrubs are proposed between the sidewalk and existing loading area. No landscaping exists today, and combined with building renovations, the appearance along the street would be significantly improved. Perennial plantings are also depicted along the street on the 501 American Blvd. property. These plantings should be removed from the plan to maintain the clear view triangle created by the street and driveway access.

The Toro Company is proposing LED fixtures for the 351 American building’s parking lot expansion as well as on-building lighting. The fixtures themselves have been previously approved, although the light levels are somewhat deficient in some parking areas. City Code requires minimum 1.5 footcandles is required in parking areas, 7.0 footcandles within 7 feet of the primary entrance, and 2.0 footcandles within 5 feet of secondary entrances. Minor revisions to the lighting plan will result in Code compliance.

**Access, Circulation, and Parking**

Table 2 below identifies the Toro Campus’ parking requirement based on existing, proposed, and future uses. Each facility with the existing or proposed use, the area, City Code parking standard, and the corresponding parking requirement are included in the columns. Based on the existing and proposed land uses, the total parking requirement for the Toro corporate campus is 1,577 parking stalls. The applicant proposed 1,419 parking stalls with 172 proof of parking stalls. Only 158 proof of parking stalls are required to meet City Code requirements, which represents 10 percent of the total requirement. A similar percentage of proof of parking was approved with the 2013 PDP/FDP revision and staff is supportive of revising the proof of parking agreement.

**Table 2:** Toro Campus Parking Analysis

8111 Lyndale Ave Bldg (office)	75,000	285	263
600 W 82nd Bldg			
Warehouse	24,662	1,000	25
Office	39,481	285	139
Production	151,821	500	304
351 American Blvd Bldg (office)	24,000	285	84
8001 Grand (production)	9,357	500	19
8011 Grand (production)	9,718	500	19
8015 Grand (production)	1,772	500	4
600 W 82nd Bldg - Future Renovation (office)	205,398	285	721
Totals	541,209		<b>1,577</b>

**Stormwater Management**

Stormwater will be managed to meet the City’s and Watershed District’s requirements for stormwater rate control (quantity), stormwater quality and volume. The Stormwater Management plan calculations are under review. However, a Stormwater narrative was not included with the calculations. An updated Stormwater Management Plan, including a narrative, will be required to be approved by the City Engineer prior to issuance of permits. The Minnesota Pollution Control Agency has determined an area of Lyndale Avenue near the Toro site to be a Superfund site. While Toro is outside the estimated area of contamination, additional soils and groundwater testing is required in the area they are considering for infiltration.

This site is located within the Nine Mile Creek Watershed District, so an additional permit will be required. Nine Mile Creek Watershed District also requires a maintenance plan to be recorded at Hennepin County.

### Utilities

No new utilities are being proposed as part of this project. Prior to Toro acquiring the properties that will be platted into one lot, there were public sanitary sewer, watermain, and storm sewer utilities within easements and under public streets that served many separate properties. However, with the vacation of public easements and streets, these public sewer, water, and storm sewer utilities now only serve Toro properties. Since they only serve one property owner, all of the sanitary sewer, watermain, and storm sewer that are within easements or right-of-way that will be vacated, would revert to private ownership and maintenance by Toro.

In the future, the City plans to extend a 12-inch public watermain within the Pleasant Avenue right-of-way between American Boulevard and the single family development to the east of the older Toro building. Toro would dedicate the necessary easements for the City to complete this work in the future. After the 12-inch public watermain is installed, it is requested that Toro connect it to enhance their private watermain loop.

### Traffic Analysis

No significant impacts to the adjacent traffic patterns due to this building addition have been identified.

### Transit and Transportation Demand Management (TDM)

The owner completed a Tier 2 TDM checklist with their 2013 office building project, therefore a new checklist is not required.

### Status of Enforcement Orders

There are open orders for exterior storage on Toro property. The applicant is working with the Environmental Health Division to correct violations.

## **FINDINGS**

**Section 21.501.02(d)(1),(2),(3),(4),(5) and (6) - The following findings must be made prior to the approval of new preliminary development plans or revisions to previously approved preliminary development plans:**

**1. The proposed development is not in conflict with the Comprehensive Plan;**

- There is no conflict between the proposed development and the Comprehensive Plan. The proposed office expansion and industrial testing grounds are consistent with the Comprehensive Plan's Industrial designation.

- 2. The proposed development is not in conflict with any adopted District Plan for the area;**
  - The proposed development is not located in an area with an adopted District Plan.
- 3. All deviations from City Code requirements are in the public interest and within the parameters allowed under the Planned Development Overlay Zoning District or have previously received variance approval;**
  - The proposed deviations would authorize existing conditions and would not have an adverse impact on the surrounding neighborhood and are in the public interest.
- 4. Each phase of the proposed development is of sufficient size, composition, and arrangement that its construction, marketing, and operation is feasible as a complete unit without dependence upon any subsequent unit;**
  - The majority of the proposed preliminary development plan is already development. The proposed final development plan, the next phase of the preliminary development plan, is not dependent upon a subsequent unit.
- 5. The proposed development will not create an excessive burden on parks, schools, streets, and other public facilities and utilities which serve or are proposed to serve the planned development; and**
  - Given the size and characteristics of the proposed development, an excessive burden is not anticipated on parks, schools, streets, the sanitary sewer system or the water system.
- 6. The proposed development will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare.**
  - The proposed development is not anticipated to be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare. The preliminary development plan consists of office, parking, industrial, and testing grounds for the Toro campus and is not anticipated to be injurious to the surrounding neighborhood or otherwise harm public health.

**Section 21.501.03(e)(1),(2),(3),(4),(5),(6) and (7) - The following findings must be made prior to the approval of new final development plans or revisions to previously approved final development plans:**

- 1. The proposed development is not in conflict with the Comprehensive Plan;**

- There is no conflict between the proposed development and the Comprehensive Plan. The proposed office expansion and industrial testing grounds are consistent with the Comprehensive Plan's Industrial designation.
2. **The proposed development is not in conflict with any adopted District Plan for the area;**
    - The proposed development is not located in an area with an adopted District Plan.
  3. **The proposed development is not in conflict with the approved Preliminary Development Plan for the site;**
    - The applicant has simultaneously submitted an application for a Preliminary and final development plan, which are consistent with each other.
  4. **All deviations from City Code requirements are in the public interest and within the parameters allowed under the Planned Development Overlay Zoning District or have previously received variance approval;**
    - The proposed deviations would authorize existing conditions and would not have an adverse impact on the surrounding neighborhood and are in the public interest.
  5. **The proposed development is of sufficient size, composition, and arrangement that its construction, marketing, and operation is feasible as a complete unit without dependence upon any subsequent unit;**
    - The final development plan is proposed to be completed in one phase and is not dependent upon a subsequent unit.
  6. **The proposed development will not create an excessive burden on parks, schools, streets, and other public facilities and utilities which serve or are proposed to serve the planned development; and**
    - Given the size and characteristics of the proposed development, an excessive burden is not anticipated on parks, schools, streets, the sanitary sewer system or the water system.
  7. **The proposed development will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare.**
    - The proposed development is not anticipated to be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare. The final

development plan consists of office and parking expansion and is not anticipated to be injurious to the surrounding neighborhood or otherwise harm public health.

**Section 22.05 (d) (1-8) Preliminary Plat**

**1. The plat is not in conflict with the Comprehensive Plan;**

- The plat is not in conflict with the Comprehensive Plan as the proposed lot meets all City Code requirements and is sufficient for development allowed in the underlying zoning district.

**2. The plat is not in conflict with any adopted District Plan for the area;**

- The proposed plat is not located in an area with an adopted District Plan.

**3. The plat is not in conflict with City Code Provisions;**

- The proposed plat is not in conflict with any provisions of the City Code subject to the proposed rezoning, preliminary development plan, and final development plan, and conditions of approval for those development proposals.

**4. The plat does not conflict with existing easements;**

- The applicant and City staff are coordinating the vacation and reestablishment of easements to ensure there are no conflicts with existing easements.

**5. There is adequate public infrastructure to support the additional development potential created by the plat;**

- There is adequate public infrastructure to support the development intended for the lot created by the plat.

**6. The plat design mitigates potential negative impacts on the environment, including but not limited to topography; steep slopes; trees; vegetation; naturally occurring lakes, ponds, rivers, and streams; susceptibility of the site to erosion, sedimentation or flooding; drainage; and stormwater storage needs;**

- The plat must establish new drainage and utility easements. The proposed development plan will be required to manage erosion, stormwater, and mitigate any potential negative impacts on the environment.

**7. The plat will not be detrimental to the public health, safety and welfare; and**

- The plat combines a large number of lots into one lot in order to facilitate a cohesive corporate campus plan. The development will not be detrimental to the public health, safety, or general welfare.

**8. The plat is not in conflict with an approved development plan or plat.**

- The proposed plat would facilitate a campus plan of the proposed development on site and is not in conflict with the proposed development.

**Section 22.06(d)(1) Final Plat**

**1. The plat is not in conflict with the approved preliminary plat or the preliminary plat findings.**

- The final plat is consistent with the preliminary plat and the preliminary plat findings.

**RECOMMENDATION**

Staff recommends the following motion:

In Case PL2016-108, having been able to make the required findings, I move to recommend City Council adopt an ordinance approving the rezoning of several parcels from R-1 to I-3(PD) and 351 American Blvd. W. from I-3 to I-3(PD), adopt a resolution approving a Preliminary and Final Plat, and approve a Major Revision to the Preliminary and Final Development Plan for the Toro Corporate campus planned development subject to the conditions and Code requirements attached to the staff report.

## RECOMMENDED CONDITIONS OF APPROVAL

Case PL2016-108

**Project Description:** Rezoning several parcels from R-1 to I-3(PD) and 351 American Blvd. W. from I-3 to I-3(PD), Preliminary and Final Plat, and Major Revision to the Preliminary and Final Development Plan for the Toro Corporate campus planned development

**Address:** 8015 GRAND AVE S8001 GRAND AVE S8011 GRAND AVE S351 AMERICAN BLVD W8111 LYNDAL AVE S

The following conditions of approval are arranged according to when they must be satisfied. In addition to conditions of approval, the use and improvements must also comply with all applicable local, state, and federal codes. Codes to which the applicant should pay particular attention are included below.

1. Prior to Permit A Site Development Agreement, including all conditions of approval, must be executed by the applicant and the City and must be properly recorded by the applicant with proof of recording provided to the Director of Community Development.
2. Prior to Permit A Proof of Parking Agreement for 158 spaces must be approved and filed with Hennepin County.
3. Prior to Permit The Grading, Drainage, Utility, and Erosion Control plans must be approved by the City Engineer.
4. Prior to Permit A right of way use agreement for the temporary use of the Pleasant Avenue right of way parking must be approved by the City Council.
5. Prior to Permit Sewer Availability Charges (SAC) must be satisfied.
6. Prior to Permit A Nine Mile Creek Watershed District permit must be obtained and a copy submitted to the Engineering Division.
7. Prior to Permit Access, circulation and parking plans must be approved by the City Engineer.
8. Prior to Permit The properties must be platted per Chapter 22 of the City Code and the approved final plat must be filed with Hennepin County prior to the issuance of any permits (22.03(a)(2)).
9. Prior to Permit An erosion control surety must be provided (16.05(b)).
10. Prior to Permit Landscape plan must be approved by the Planning Manager and landscape surety must be filed (Sec 19.52).
11. Prior to Permit Parking lot and site security lighting plans must be revised to satisfy the requirements of Section 21.301.07 of the City Code.
12. Prior to Permit Exterior building materials must be approved by the Planning Manager (Sec. 19.63.08).
13. Prior to Permit Vacation of existing right of way and easements are recommended upon re-conveyance of new easements, as approved by the City Engineer.
14. Ongoing All pickup and drop-off must occur on site and off public streets.
15. Ongoing All loading and unloading must occur on site and off public streets.
16. Ongoing All trash and recyclable materials must be stored inside the principal building (Sec. 19.51).
17. Ongoing All rooftop equipment must be fully screened (Sec. 19.52.01).

18. Ongoing Building must be provided with an automatic fire sprinkler system as approved by the Fire Marshal (MN Bldg. Code Sec. 903, MN.Rules Chapter 1306; MN State Fire Code Sec. 903).
19. Ongoing A minimum 5 foot sidewalk must be installed connecting primary buildings within the planned developoment (Section 21.301.04(b)(1)).

July 8, 2016

Mr. Mike Centinario  
City Planner  
City of Bloomington  
1800 West Old Shakopee Road  
Bloomington, MN 55431-3027

**RE: The Toro Company – Development Application Updates**

Dear Mr. Centinario:

Ryan Companies US, Inc., on behalf of The Toro Company, is resubmitting the enclosed documents to address comments that were received from the Bloomington Development Review Committee. Each of the DRC comments is listed on the following pages with a response describing how the comment is being addressed.

A few of the site improvements that were shown on the original submittal are being deferred to a future phase of work for budget purposes. Those improvements include:

- 1) Vacation of Grand Avenue - Toro is not able to construct the required cul-de-sac at this time.
- 2) Paving and landscaping at 8001 Grand Avenue
- 3) Paving and landscaping at 8011 Grand Avenue
- 4) Paving and landscaping at 8015 Grand Avenue – Demolition of the 8020 Pleasant building and fence along Pleasant Avenue is still included.
- 5) Sidewalks as shown on the resubmitted Civil Drawings.

The following documents are being resubmitted for approval:

- 1) G103 – Toro Campus Preliminary Development Plan
- 2) C100 – Site Plan
- 3) C101 – Notes and Details
- 4) C200 – Grading
- 5) C201 – Notes
- 6) L100 Landscape Drawing
- 7) Preliminary Plat
- 8) Final Plat
- 9) Street and Alley Vacation Sketch

If you have any questions regarding the changes made to the Development Application, please call me at 612-492-4244 or email at [chris.brink@ryancompanies.com](mailto:chris.brink@ryancompanies.com).

Sincerely,



Chris Brink  
Project Manager

### **Planning Review Comments:**

1) Existing parking is located along the south side of the 8011 Testing Center parking lot. If the parking lot is moved to the north side, that represents a change that triggers meeting Code requirements, such as a landscape island. Keeping parking on south side would be legally non-conforming.

**Response: The improvements at 8001 Grand will be part of a future phase of work and the parking will be addressed at that time.**

2) Parking lots with more than 10 stalls require parking islands. If two stalls at the 8001 Grand testing center can be removed, making a 10 stall lot, no parking islands would be required

**Response: The improvements at 8001 Grand will be part of a future phase of work and the parking will be addressed at that time.**

3) What is the purpose of the proposed "future testing ground?" This is the FDP, so what is proposed to change from the current condition? Would this be converted to turf? Used for outdoor storage? The use of this area will dictate City requirements.

**Response: The future testing ground will be used for testing of equipment such as directional drills, trenchers, and compactors.**

4) Surmountable curb is not permitted for parking lots. Please adjust curbing at 8011 Grand testing center to B-612 concrete curb

**Response: The improvements at 8011 Grand will be part of a future phase of work and the curb will be addressed at that time.**

5) The minimum width for "private" sidewalks is 5 feet. Bituminous sidewalk is acceptable.

**Response: Private sidewalks will be designed and constructed to be a minimum of 5 feet.**

6) Sidewalk within or adjacent to public right of way must be at least six feet wide and should be located within a sidewalk/bikeway easement

**Response: The sidewalks along public right of way will be part of a future phase of work and the dimensional requirements will be reviewed with the City prior to being constructed.**

7) The 8-stall proof of parking next to the 351 American building should meet code requirements. So, while to island is needed, it should be delineated with concrete curb and setback at least 20 feet from public right of way.

**Response: The site design has been adjusted to accommodate this requirement.**

8) Sidewalks adjacent to parking stalls must be at least seven feet (including curb width) to accommodate vehicle overhang. Sidewalk in front of 351 building appears to be slightly too narrow.

**Response: The site design has been adjusted to accommodate this requirement.**

9) One additional parking island is needed on the northernmost parking row. Perimeter parking rows may not exceed 300 feet without a parking island.

**Response: The site design has been adjusted to accommodate this requirement.**

10) There are several freestanding "Employee Parking" signs along Grand Avenue that appear to be within public right of way. These signs must be moved to Code-compliant locations and receive a sign permit.

**Response: Toro will move the signs to a code compliant location.**

11) The outdoor equipment storage would require a Conditional Use Permit as it cannot be

considered accessory to employee parking. This equipment storage area would also remove parking stalls which are identified as meeting the parking demand. Parking used for exterior storage would need to be replaced elsewhere on campus.

**Response:** This equipment storage is no longer part of the Development Plans.

12) Ensure that a minimum 2 feet buffer is maintained between landscape plantings and the sidewalk. Accommodate room for growth.

**Response:** The landscaping will be designed to meet this requirement.

13) There is an inconsistency between the landscape plan and FDP sheet regarding the 8011 Grand Testing Center parking lot. Please remove existing conditions if they would not be maintained.

**Response:** The improvements at 8011 Grand will be part of a future phase of work and the landscape design will be addressed at that time.

14) It is unclear what is intended for the "Future Testing Ground." It is a different shade green than turf seed. Is it also proposed to be seeded?

**Response:** Toro will review the materials planned for the Future Testing Ground with the City after the exact use and layout are decided.

15) AE01 and AE02 (sheet A-201) are considered coatings and are not permitted by City Code. Please adjust exterior materials to cementitious stucco system.

**Response:** Toro would like to review options for the stucco system with the City.

#### **Fire Department Review Comments:**

1) Minimum 20' wide emergency access lane with turning radius to accommodate BFD LI. Access road shall support the heaviest emergency vehicle - 40 tons.

**Response:** The existing emergency access lane will remain in-place for the Fire Department.

#### **Public Works Review Comments:**

1) Provide civil plans for the project. Plan sheets may include grading, drainage, utility, erosion control, traffic control, civil site, etc.

**Response:** Civil plans will be provided.

2) A Minnesota licensed civil engineer must design and sign all civil plans.

**Response:** A Minnesota licensed civil engineer will design and sign all civil plans.

3) \$ 15 fee for certified copy of plat. Engineering staff will obtain a certified copy of the plat from Hennepin County.

**Response:** Noted

4) A 10-foot sidewalk/bikeway easement shall be provided along all street frontages. Developer/owner shall provide legal description and Engineering staff will prepare easement document.

**Response:** This easement will be incorporated into the plat and a legal description will be provided.

5) Provide fire access easement as approved by City Fire Marshall.

**Response:** Toro will work with the City to determine locations for access easements.

6) Build truck turnaround at Cul-de-sac at end of 80th ST.

Response: Grand Avenue is no longer being vacated and the existing Cul-de-sac will remain in-place to avoid creating a new Cul-de-sac.

7) Public drainage/utility and easements must be provided on the plat.

Response: Public D&U easements have been provided on the plat.

8) Utility as-builts must be provided prior to issuance of Certificate of Occupancy.

Response: Utility as-builts will be provided.

9) Property must be platted per Chapter 22 of the City Code and the approved plat recorded at Hennepin County prior to the issuance of a foundation or building permit.

Response: Since platting of all parcels is being completed in an effort to clean-up the campus and is not directly associated with the site and building improvements, Toro is requesting that the City allow that the building improvements proceed independent of recording the plat with the County.

10) A title opinion or title commitment that accurately reflects the state of the title of the property being platted, dated within 6 months of requesting City signatures, must be provided.

Response: A title commitment has been provided to the City by Sunde.

11) Consent to plat form is needed from any mortgage companies with property interest.

Response: There are no mortgagees with any property interest, so no consent to plat should be required.

12) Right-of-way dedication is required on the final plat.

Response: The right-of-way dedication has been incorporated into the final plat.

13) Existing \_\_\_\_\_ easements may be vacated. Contact Bruce Bunker at 952-563-4546 or [bbunker@BloomingtonMN.gov](mailto:bbunker@BloomingtonMN.gov) for information regarding the Public Rights-of-Way Vacation Application. It is the responsibility of the developer to determine if private utilities exist in the easement prior to submitting the application. Developer/owner to provide legal description and Engineering staff will prepare vacation document.

Response: Noted

#### **Traffic Review Comments:**

1) Furnish a construction traffic control plan. Plans shall be reviewed and approved by the City Engineer prior to the issuance of permits.

Response: A construction traffic control plan will be provided.

2) Provide detail for the "vehicle gates" noted at several locations on site plan. Note the retro reflectivity and other fixtures to ensure driver/public safety.

Response: A detail will be submitted.

3) Sidewalk along Grand Ave should be 6' wide.

Response: The sidewalk along Grand Ave will be part of a future phase of work and will be reviewed with the City at that time.

4) Include bike racks for 35, A.B. site if renovating

Response: Bike racks will be incorporated.

5) Provide appropriate MMUTCD references for signs proposed for circulating traffic. All

private signage must be installed outside of the city right-of-way.

**Response:** Noted

6) Disabled parking signage and pavement markings must be placed in accordance with ADA and MMUTCD

**Response:** Disabled parking signage and pavement markings will be designed and constructed to meet these requirements.

#### **Water Resources Review Comments:**

1) All public storm infrastructure within replat area will become private-to be owned and maintained by property owner.

**Response:** All public storm infrastructure within the replat area that serves only the Toro property will become private.

2) Provide soil boring data for infiltration basins. Environmental concern with MPCA Superfund declaration. Do any of existing infiltration areas raise risks of groundwater contamination?

USDA soils map is not acceptable; provide borings at each basin.

**Response:** Testing is being completed.

3) Add note to plan - contact Utilities Division (952-563-8777) regarding permit for storm sewer construction.

**Response:** This note will be added.

4) A Stormwater Management Plan/Report shall be provided which includes:

o Stormwater Rate Control - No net increase in runoff.

o Storm Water Volume Control - no increase in volume.

o Water Quality Treatment meeting requirements of Bloomington Comprehensive Surface Water Management Plan (CSWMP)

<http://bloomingtonmn.gov/cityhall/dept/pubworks/engineer/waterres/mgmtplan/surfacewtr/surfacewtr.htm>

o Maintenance Schedule/Plan for Stormwater BMP signed by property owner to be filed on record with Hennepin County. Proof of filing must be submitted to Engineering.

**Response:** A stormwater management report will be included.

5) An NPDES construction site permit and SWPPP shall be provided. The name and phone number of party responsible for erosion control shall be included; if greater than, one acre is disturbed. New or revised permit, as required.

Update 6/27/16 - SWPPP is incomplete.

**Response:** An NPDES permit and SWPPP will be provided.

6) Site may be required to obtain coverage under the MPCA NPDES industrial site stormwater permit program. Refer to the MPCA for coverage determination

[http://www.pca.state.mn.us/index.php?option=com-](http://www.pca.state.mn.us/index.php?option=com-k2&itemid=2696&10=1145&layout=item/view=item)

[k2&itemid=2696&10=1145&layout=item/view=item](http://www.pca.state.mn.us/index.php?option=com-k2&itemid=2696&10=1145&layout=item/view=item) or [iswprogram.pca@state.mn.us](mailto:iswprogram.pca@state.mn.us) or 651-757-2118. New or revised permit, as required.

**Response:** Noted

7) Erosion Control Bond required prior to issuance of permits - dollar amount based on the table below. Contractor to provide bid prices to install, maintain and remove EC devices.

Disturbed Area (acres)

Surety amount

0.00-0.50  
\$5,000

0.51-0.75  
\$8,000

0.76-1.00  
\$11,000

Greater than one acre

\$0.25 per square foot of disturbed area rounded  
to the nearest \$1,000 (maximum \$25,000)

**Response: Noted**

8) An Erosion Control Plan shall be provided which includes:

- o Erosion Control BMP locations shown on the plan.
- o Notes for maintenance (1/3 capacity, damage, tracking onto streets) and inspection (who is responsible, frequency), etc., consistent with the MPCA Protecting water Quality in Urban Areas BMP Manual (Nov. 2000).
- o Use of updated City of Bloomington Standard Details from the City of Bloomington website: <http://bloomingtonmn.gov/information-sheets-and-handouts-engineering-division>
- o No bales allowed for inlet protection and/or ditch checks,
- o All materials shall meet MnDOT approved materials list: [www.mrr.dot.state.mn.us/materials/apprprod.asp](http://www.mrr.dot.state.mn.us/materials/apprprod.asp)
- o Use approved inlet protection at all active storm sewer inlets; only basket or sack style in traffic areas.
- o Include turf establishment plan.

**Response: An Erosion Control Plan will be provided.**

9) HDPE pipe connections into all concrete structures must be made with water tight materials utilizing an A-Lok or WaterStop gasket or boot, cast-in-place rubber boot, or approved equal. Where the alignment precludes the use of the above approved watertight methods, Conseal 231 WaterStop sealant, or approved equal will only be allowed as approved by the Engineer.

**Response: The construction methods noted will be incorporated.**

10) Submit a copy of Nine Mile Creek Watershed District permit and comments prior to issuance of City of Bloomington permits ([www.ninemilecreek.org](http://www.ninemilecreek.org))

**Response: A copy of the Nine Mile Creek Watershed permit and comments will be provided.**

### **Utility Review Comments:**

1) All of the public water and sanitary sewer utilities within the replat area must now become private utilities owned and maintained by Toro.

**Response: Toro will agree to change the water and sanitary sewer services within the replat area to private. Since Grand Avenue is no longer being vacated, the water and sanitary services within the right of way will need to remain public.**

2) Toro must commit to connections, their 12" private water loop with the future 12" public loop when north campus is developed.

Response: A north campus is not currently planned for development. If a development is contemplated in the future, Toro will discuss this water connection with the City at that time.

3) Provide a new 30ft and 60ft easement for a future public 12" watermain, located along the east edge of the existing infiltration basin to 30' south of the existing public watermain in 81st St

Response: The 30 foot and 60 foot easements will be provided.

4) The infiltration basin at the end of the Grand Ave has taken off most of the cover on the existing 12" sewer in 1992. They now propose removing more cover. The line must be protected.

Response: No cover is being removed. The line will remain as-is.

5) Locate and abandon the existing 1" water service at the corp in American Blvd. if this service will no longer be used.

Response: Noted

6) Sewer Availability Charge (SAC) be satisfied. Contact the Met Council at 651-602-1378 for a SAC determination, which is required by the Metropolitan Council Environmental Services.

Response: A SAC determination will be requested.

7) The abandonment shown on the plan does not appear to be in use but perhaps should be used as the new combined service. This would eliminate the need for the new service shown.

Response: Toro is review options for using the existing service.

8) Per NFPA and City standards, the water service riser and meter must be located no more than 10' from the outside wall where the service enters the building.

Response: Noted

9) The building fire connection must be accessible to fire trucks and within 50' of a hydrant.

Response: The fire connection will be designed to meet this requirement.

10) City records indicate a cleanout on the existing sewer service (near the building). Repair records also indicate there may be some 4" pipe used for the service line.

Response: Noted

11) Install an inspection MH on the sewer service and include an inside chimney seal.

Response: Toro will review options for this with the City.

12) Unused water services shall be properly abandoned (Sec. 11.15).

Response: Noted

The Toro Company

8111 Lyndale Avenue South  
Bloomington, MN 55420



730 Second Avenue South, Suite 1100  
Minneapolis, MN 55402-2455 USA  
TN 612-338-8741 Fax 612-338-4840

TORO CORPORATE CAMPUS DEVELOPMENT PLAN

BUILDING USE	AREA	F PARKING SPACE / SF	PARKING SPACES REQUIRED
8111 LYNDALE AVE OFFICE BUILDING	70,000	205	204
600 W. 82ND RENOVATED BUILDING	24,902	1000	25
WAREHOUSE	24,901	205	129
OFFICE	10,461	500	303
INDUSTRIAL	10,461	500	303
351 W. AMERICAN BLVD OFFICE BUILDING - PROPOSED	24,000	205	85
8011 GRAND AVE INDUSTRIAL BUILDING	9,570	500	19
8011 GRAND AVE INDUSTRIAL BUILDING	9,570	500	19
8015 GRAND AVE STORAGE BUILDING	1,772	500	4
600 W. 82ND FUTURE RENOVATION	205,380	205	721
OFFICE			
<b>TOTAL</b>			<b>1,980</b>

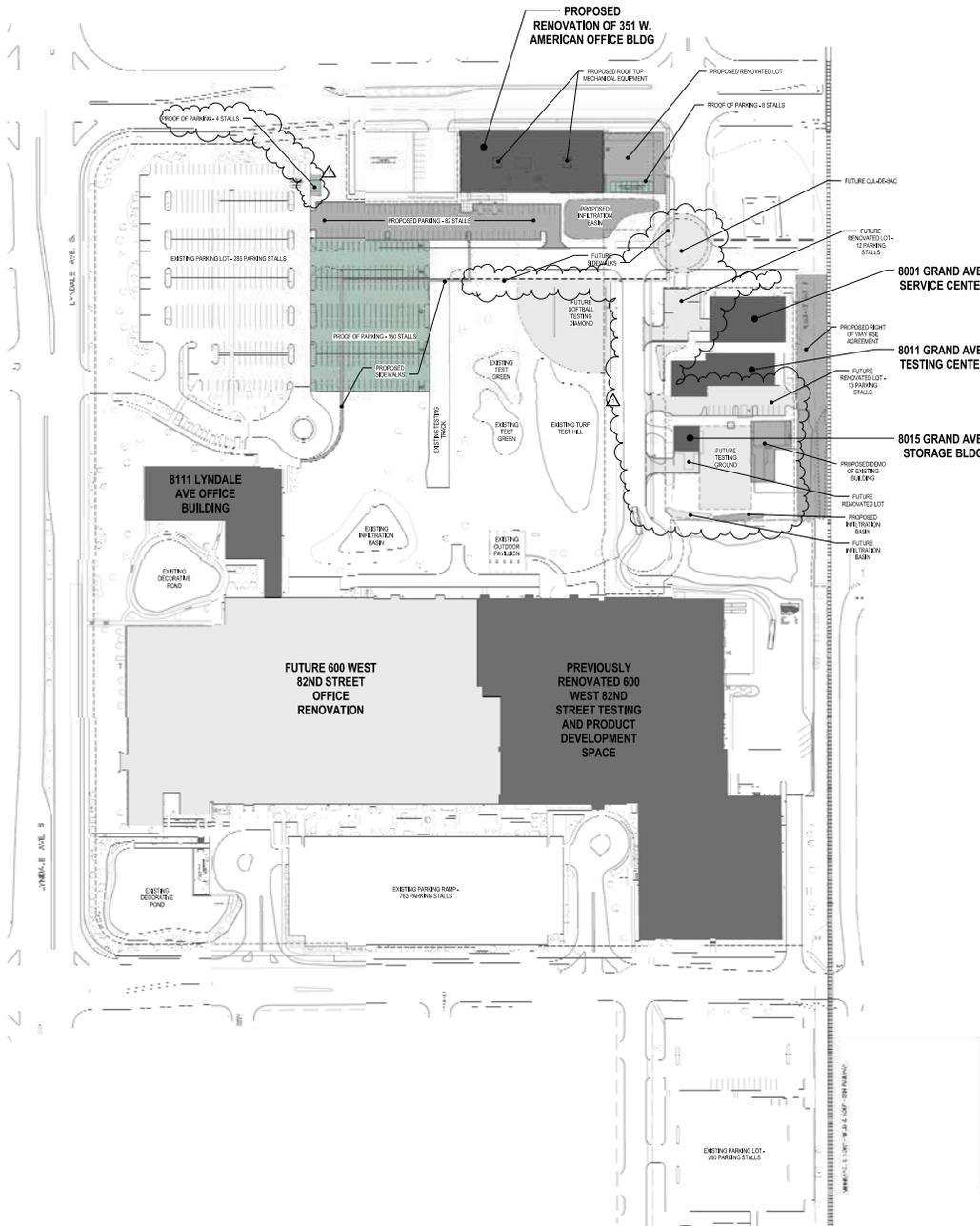
EXISTING AND PROPOSED STALLS 1,418  
FUTURE PROOF OF PARKING 568  
TOTAL 1,987

- EXISTING BUILDING OR PREVIOUSLY COMPLETED RENOVATIONS / EXPANSIONS
- PROPOSED RENOVATIONS
- FUTURE RENOVATIONS
- PROOF OF PARKING

SITE STATISTICS & PARK DEDICATION INTAKE INFORMATION

COMMERCIAL INDUSTRIAL PROPERTY USE	SF	% OF SITE
8111 LYNDALE AVE OFFICE BUILDING	70,000	13.3%
600 W. 82ND RENOVATED BUILDING	24,902	4.6%
WAREHOUSE	24,901	4.6%
OFFICE	10,461	1.9%
INDUSTRIAL	10,461	1.9%
351 W. AMERICAN BLVD OFFICE BUILDING - PROPOSED	24,000	4.4%
8011 GRAND AVE INDUSTRIAL BUILDING	9,570	1.7%
8011 GRAND AVE INDUSTRIAL BUILDING	9,570	1.7%
8015 GRAND AVE STORAGE BUILDING	1,772	0.3%
600 W. 82ND FUTURE RENOVATION	205,380	38.2%
OFFICE		
<b>TOTAL BUILDING USE</b>	<b>525,000</b>	<b>100.0%</b>
<b>TOTAL SITE AREA</b>	<b>1,702,100</b>	<b>100.0%</b>

\*\*FOR FINAL DEVELOPMENT PLAN, SEE C-100



KEY PLAN

REVISIONS

REV	DESCRIPTION	DATE
1	DRC Revision No. 1	07/20/16

FILE LOG

ACTIVITY	BY
Prep	Project Manager
Design	Designer
Check	Checker
Draw	Drawer

DEVELOPMENT REVIEW COMMITTEE (DRC) SUBMISSION

Project No. 023-10185-010  
2016-06-15

TORO CAMPUS PRELIMINARY DEVELOPMENT PLAN



PROJECT NAME:  
**TORO PHASE 3  
SITE IMPROVEMENT  
BUILDING RENO**

LOCATION:  
351 W. American BLVD.  
Bloomington, MN 55420

ISSUE RECORD			
ISSUE #	DATE	DESCRIPTION	APPROVAL REVIEW
1	7/16/16	DRG REVISION #1	
2	7/16/16	DRG REVISION #1	

NOT FOR CONSTRUCTION

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Landscape Architect under the laws of the State of Minnesota.

KEVIN PEEFER

REGISTRATION NO. 46100 DATE 07/08/2016

SHEET TITLE:  
**LANDSCAPE  
SITE PLAN**

SHEET NO.  
**L101**

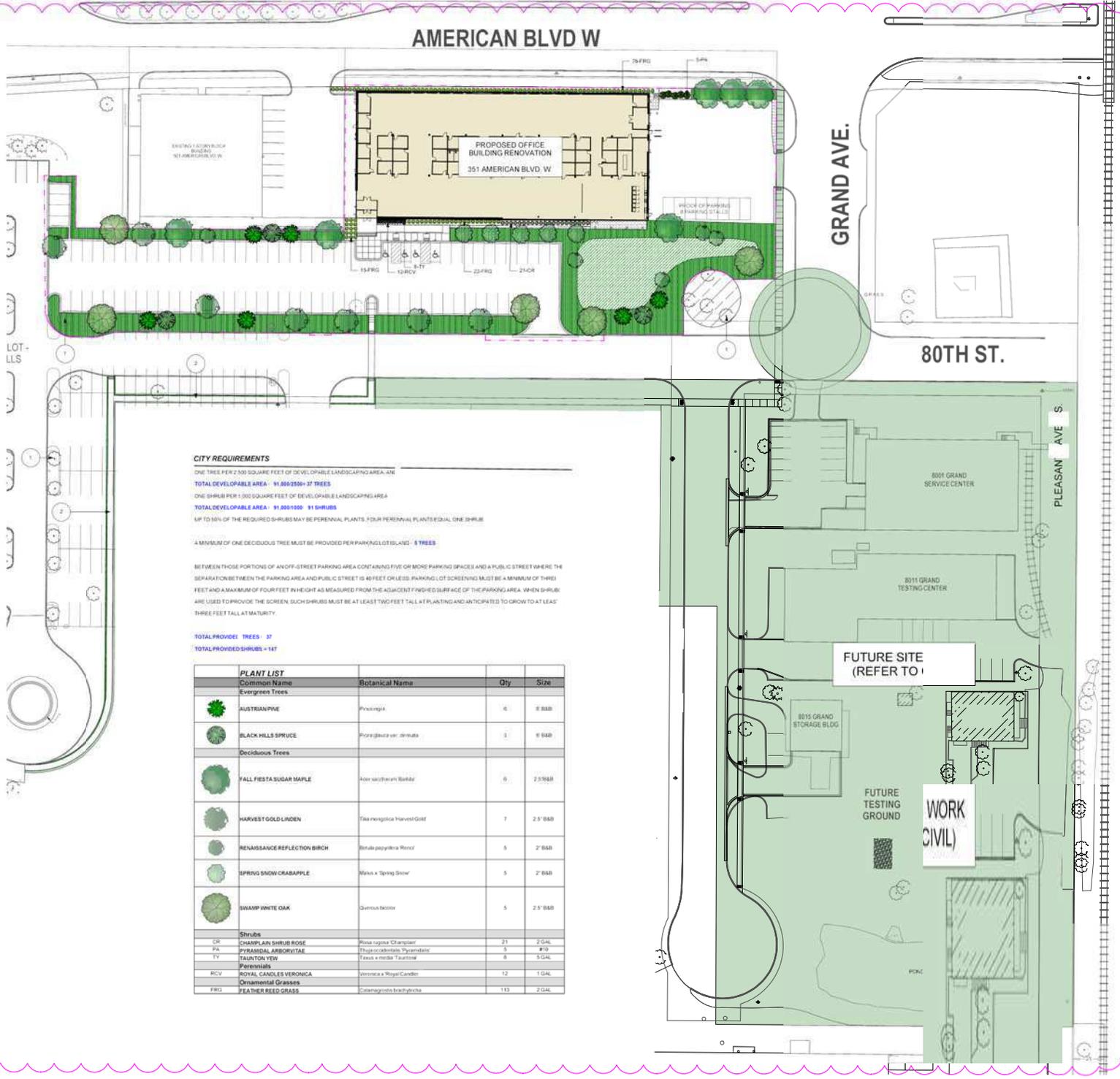
DRAWN BY CLR CHECKED BY KVP  
JOB NO. 0000 DATE 07/09/2016

**AMERICAN BLVD W**

**GRAND AVE.**

**80TH ST.**

**PLEASANT AVE S**



**CITY REQUIREMENTS**

ONE TREE PER 2,500 SQUARE FEET OF DEVELOPABLE LANDSCAPING AREA. ARE  
**TOTAL DEVELOPABLE AREA = 91,880/2500 = 37 TREES**  
 ONE SHRUB PER 1,000 SQUARE FEET OF DEVELOPABLE LANDSCAPING AREA  
**TOTAL DEVELOPABLE AREA = 91,880/1000 = 91 SHRUBS**  
 UP TO 10% OF THE REQUIRED SHRUBS MAY BE PERENNIAL PLANTS. FOUR PERENNIAL PLANTS EQUAL ONE SHRUB.

A MINIMUM OF ONE DECIDUOUS TREE MUST BE PROVIDED PER PARKING LOT ISLAND. **8 TREES**

BETWEEN THOSE PORTIONS OF AN OFF-STREET PARKING AREA CONTAINING FIVE OR MORE PARKING SPACES AND A PUBLIC STREET WHERE THE SEPARATION BETWEEN THE PARKING AREA AND PUBLIC STREET IS 40 FEET OR LESS, PARKING LOT SCREENING MUST BE A MINIMUM OF THREE FEET AND A MAXIMUM OF FOUR FEET IN HEIGHT AS MEASURED FROM THE ADJACENT FISHED SURFACE OF THE PARKING AREA. WHEN SHRUBS ARE USED TO PROVIDE THE SCREEN, SUCH SHRUBS MUST BE AT LEAST TWO FEET TALL AT PLANTING AND ANTICIPATED TO GROW TO AT LEAST THREE FEET TALL AT MATURITY.

**TOTAL PROVIDED TREES = 37**  
**TOTAL PROVIDED SHRUBS = 147**

PLANT LIST			
Common Name	Botanical Name	Qty	Size
<b>Evergreen Trees</b>			
AUSTRIAN PINE	Pinus nigra	4	8 B&B
BLACK HILLS SPRUCE	Picea canadensis	3	8 B&B
<b>Deciduous Trees</b>			
FALL FIESTA SUGAR MAPLE	Acer saccharinum 'Balleri'	6	2 1/2 B&B
HARVEST GOLD LINDEN	Tilia tomentosa 'Harvest Gold'	7	2 1/2 B&B
RENAISSANCE REFLECTION BIRCH	Betula papyrifera 'Renee'	5	2' B&B
SPRING SNOW CRABAPPLE	Malus x 'Spring Snow'	5	2' B&B
SWAMP WHITE OAK	Quercus bicolor	5	2 1/2' B&B
<b>Shrubs</b>			
CHAMPLAIN SHRUB ROSE	Rosa rugosa 'Champlain'	21	2 GAL
PYRAMIDAL ARBOVITAE	Thuja occidentalis 'Pyramidalis'	5	#10
TANLATOR YEW	Taxus x media 'Tanlator'	5	5 GAL
<b>Perennials</b>			
ROYAL CANDLES VERONICA	Veronica x 'Royal Candles'	12	1 GAL
<b>Ornamental Grasses</b>			
SEA THER REED GRASS	Cortaderia selloana	113	2 GAL

**LEGEND**

- TURF BED
- INFILTRATION BASH WITH 30% 1.5" S&B
- DEVELOPABLE AREA

**KEY NOTES**

- 1 EXISTING TREE (REFER TO CIVIL SURVEY)
- 2 NEW ASPHALT PATH (REFER TO CIVIL)

**NOTES**

- REFER TO GRADING PLAN FOR GRADES AND EROSION CONTROL.
- ALL EXISTING PLANTINGS SHALL BE PROTECTED PRIOR TO CONSTRUCTION WITH FENCING. REFER TO DETAIL 15.302.
- ALL DISTURBED AREAS SHALL BE SEEDDED SOONEST IF LANDSCAPE PLANTING ARE NOT PLANNED.
- ALL LANDSCAPED AREAS SHALL BE IRRIGATED UNLESS OTHERWISE NOTED. LANDSCAPE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF IRRIGATION PLAN TO THE LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL.
- LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR WATERING PLANT MATERIAL.
- ALL PLANTING & LANDSCAPE CO SITE CHARGED BY OWNER.
- REFER TO L102
- REFER TO SPEC

UNTIL ESTABLISHED

REAR SHALL RECEIVE 4" OF SHREDDED MULCH

TRACTOR SHALL REPAIR ALL DAMAGE TO THE PLANTING OPERATION AT NO COST TO

FOR SITE NOTES

FOR FURTHER INFORMATION







**DESCRIPTION OF PROPERTY SURVEYED**

(Per Commonwealth Land Title Insurance Company Commitment for Title Insurance Commitment No. 238505, 2nd Amended 6/13/2016, effective date May 10, 2016)

**Tract A:**  
Lot 1, Block 1, Toro 1st Addition, according to the recorded plat thereof, Hennepin County, Minnesota.

**Torrens Property**  
Certificate of Title No. 1334109

**Tract B:**  
Lot 1, Block 1, Toro 2nd Addition, according to the recorded plat thereof, Hennepin County, Minnesota;

**Abstract and Torrens Property**  
Certificate of Title No. 814192

**Tract C:**  
Parcel 1:  
Lots 1 and 2, Block 1, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota.

Parcel 2:  
Lots 15 and 16, Block 1, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota.

**Abstract Property**

**Tract D:**  
Parcel 1:  
Lots 1 and 2, Block [2], Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota.

**Abstract Property**

**Tract E:**  
Lot 1, Block 4, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota.

**Abstract Property**

**Tract F:**  
The South 39 feet of Lot 7 and the North 24 feet of Lot 8, Block 4, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

**Abstract Property**

**Tract G:**  
Lots 11 and 12, Block 5, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

**Abstract Property**

**Tract H:**  
Lot 13, Block 5, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

**Abstract Property**

**Tract I:**  
Lots 14 and 15, Block 5, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

Together with that part of the vacated alley in said Block 5 as dedicated in the plat Murphy Bros. Second Addition, lying South of the Easterly extension of the North line of Lot 18, Block 5 of said Addition.

**Abstract Property**

**Tract J:**  
Lots 16 and 17, Block 5, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

**Abstract Property**

**Tract K:**  
Lot 18, Block 5, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

**Abstract Property**

**Tract L:**  
Lot 1, Block 5, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota.

**Abstract Property**

**Tract M:**  
Lot 2, Block 5, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota.

**Torrens Property**  
Certificate of Title No. 1144625

**Tract N:**  
Lot 3, Block 5, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

**Abstract Property**

**Tract O:**  
Lot 4, Block 5, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

**Abstract Property**

**Tract P:**  
Lot 5, Block 5, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

**Abstract Property**

**Tract Q:**  
Lots 6 and 7, Block 5, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

**Abstract Property**

**Tract R:**  
Lot 8, Block 5, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

**Abstract Property**

**Tract S:**  
Lot 9, Block 5, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

**Abstract Property**

**Tract T:**  
Lot 10, Block 5, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

**Torrens Property**  
Certificate of Title No. 844572

**Tract U:**  
Lot 8, 9, 10 and 11, Block 8, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

**Abstract Property**

**Tract V:**  
Lot 12, Block 8, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

**AND**

Lots 5 and 6, except the Easterly 100 feet thereof, Block 8, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

**AND**

Lots 13 and 14, Block 8, Murphy Bros. Second Addition to Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota;

**Abstract Property**

**Tract W:**  
Lot 1, Block 1, R. W. J. Addition, according to the recorded plat thereof, Hennepin County, Minnesota.

**Abstract Property**

**Tract X:**  
Lot 1, Block 1, Prestige 3rd Addition, according to the recorded plat thereof, Hennepin County, Minnesota.

**Torrens Property**  
Certificate of Title No. 1103538

**Tract Y:**  
Lot 2, Block 1, R. W. J. Addition, according to the recorded plat thereof, Hennepin County, Minnesota.

**Abstract Property**

**Tract Z:**  
Parcel 1:  
The East 354.92 feet of the following described tract: That part of the West 1/2 of the Northwest 1/4 of Section 3, Township 27, Range 24, Hennepin County, Minnesota, described as follows, to-wit: Commencing at a point in the West line of the West 1/2 of the Northwest 1/4 of said Section 3, 1,127.185 feet South of the Northwest corner of said Section 3; thence at right angles East 1,040.22 feet; thence at right angles North 149.225 feet; thence at right angles West 328.3 feet, more or less, to the West [L]ine of said Section 3; thence at right angles South along said West line 94.225 feet to the point of beginning.

Together with an easement for road and driveway purposes in and over the East 10 feet of the West 177 feet of the East 531.92 feet of the following described tract: That part of the West 1/2 of the Northwest 1/4 of Section 3, Township 27, North Range 24, West of the Fifth Principal Meridian described as follows, to-wit: Commencing at a point in the West line of the West 1/2 of the Northwest 1/4, Section 3, Township 27, Range 24, 1,127.185 feet South of the Northwest corner of said Section 3; thence at right angles East 1,040.22 feet; thence at right angles North 149.225 feet; thence at right angles West 328.3 feet; thence at right angles South along said West line of said Section 3, 94.225 feet to the point of beginning.

Together with the East Half of vacated Grand Avenue South lying North of the Westerly extension of the South line of said Lot 2.

**Abstract Property**

**Torrens Property**  
Certificate of Title No. 1140847

Parcel 2:  
That part of Lot 2, Block 7, Murphy Bros. Second Addition, Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota, lying West of the East line extended Southerly of the following described property:

The East 354.92 feet of the following described tract: That part of the West 1/2 of the Northwest 1/4 of Section 3, Township 27, North Range 24, West of the Fifth Principal Meridian, described as follows, to-wit: Commencing at a point in the West line of the West 1/2 of the Northwest 1/4, Section 3, Township 27, Range 24, 1,127.185 feet South of the Northwest corner of said Section 3; thence at right angles East 1,040.22 feet; thence at right angles North 149.225 feet; thence at right angles West 328.3 feet; thence at right angles South along said West line of said Section 3, 94.225 feet to the point of beginning.

Together with the East Half of vacated Grand Avenue South lying North of the Westerly extension of the South line of said Lot 2.

**Abstract Property**

**Tract AA:**  
Lot 1, Block 6, Murphy Bros. Second Addition, Hennepin County, Minn., according to the recorded plat thereof, Hennepin County, Minnesota.

**Abstract Property**

**Tract BB:**  
Parcel A:  
Lot 2 excluding any part of the adjoining vacated alley between Lots 1 and 2, Block 3, according to the recorded plat thereof, Hennepin County, Minnesota.

**Parcel B:**  
The West 150 feet of the East 681.92 feet of the following described tract: That part of the West 1/2 of the Northwest Quarter of Section 3, Township 27, Range 24, West of the Fourth Principal Meridian, Hennepin County, Minnesota, described as follows to-wit: Commencing at a point in the West line of the West 1/2 of the Northwest Quarter, Section 3, Township 27, Range 24, 1,127.185 feet South of the Northwest corner of said Section 3; thence at right angles East 1,040.22 feet; thence at right angles North 149.225 feet; thence at right angles West 711.92 feet; thence at right angles South 55 feet; thence at right angles West 328.3 feet, more or less, to the West line of said Section 3; thence at right angles South along said West line of said Section 3, 94.225 feet to the point of beginning.

**Parcel C:**  
Lot 1, Block 3:  
The adjoining vacated alley lying between the extension across it of the North and South lines of Lots 1 and 2, Block 3; That part of the West Half of vacated S. Harriet Ave. lying between the extensions across it of the North and South lines of said Lot 1;

All in "Murphy Bros. Second Addition to Hennepin County, Minn.", according to the recorded plat thereof, Hennepin County, Minnesota.

All of the above being Torrens Property  
Certificate of Title No. 1140925

**Tract CC:**  
Parcel 1:  
That part of the West Half of the Northwest Quarter of Section 3, Township 27 North, Range 24 West of the Fifth Principal Meridian, Hennepin County, Minnesota, described as follows, to-wit: Commencing at a point in the West line of the West Half of the Northwest Quarter, Section 3, Township 27, Range 24, 1,127.185 feet South of the Northwest corner of said Section 3; thence at right angles East 358.3 feet; thence at right angles North 149.225 feet; thence at right angles West 30 feet; thence at right angles South 55 feet; thence at right angles West 328.3 feet, more or less, to the West line of said Section 3; thence South along said West line 94.225 feet to the point of beginning.

**Parcel 2:**  
That part of the West Half of the Northwest Quarter of Section 3, Township 27 North, Range 24 West of the Fifth Principal Meridian, Hennepin County, Minnesota, described as follows, to-wit: Commencing at a point in the West line of the West Half of the Northwest Quarter, Section 3, Township 27, Range 24, 977.96 feet South of the Northwest corner of said Section 3; thence at right angles East 328.3 feet; thence at right angles South 55 feet; thence at right angles West 328.3 feet, more or less, to the West line of said Section 3; thence North along said West line 55 feet to the point of beginning.

**Torrens Property**  
Certificate of Title No. 1101025

**Tract DD:**  
Lot 2, 3, 4, 5, 6 and the North 13 feet of Lot 7, Block 4, Murphy Bros. Second Addition to Hennepin County, Minn.

**Abstract Property and**  
**Torrens Property**  
Certificate of Title No. 1374286 (Lot 5)

**Tract EE**  
Intentionally deleted and combined with Tract DD

**Tract FF**  
Intentionally deleted and combined with Tract DD

**Tract GG:**  
Intentionally deleted and combined with Tract DD

**Tract HH:**  
Lots 19 and 20, Block 5, Murphy Bros. Second Addition to Hennepin County, Minn.

**Abstract Property**

**Tract II:**  
Lot 2, Block 6, Murphy Bros. Second Addition to Hennepin County, Minn.

**Abstract Property**

**Tract JJ:**  
That part of West 80th Street as dedicated in the recorded plats of Murphy Bros. Second Addition to Hennepin County Minn., and Toro 2nd Addition, lying west of the northerly extension of the east line of the north 388.00 feet of said Toro 2nd Addition and lying east of the west 60.00 feet of the Northwest Quarter of Section 3, Township 27, Range 24;

Also, that part of West 80th Street as dedicated in Document No. 7952615, filed of record with the County Recorder, County of Hennepin, described as follows: Beginning at the point of intersection of the south line of Lot 2, Block 2, Murphy Bros. Second Addition to Hennepin County Minn., with a line drawn 10.00 feet east of and parallel with the west line thereof; thence north 15.00 feet along said parallel line; thence southeasterly to a point in the south line of said Lot 2, distant 25.00 feet east of the southwest corner thereof; thence west to the point of beginning;

Also, that part of Garfield Avenue South as dedicated in the recorded plat of Murphy Bros. Second Addition to Hennepin County Minn., lying south of the north line of said plat and lying north of the north line of West 80th Street as dedicated in said plat; and

Also, that part of said Garfield Avenue South lying between the easterly extension of the north line of Lot 3, Block 1, said Murphy Bros. Second Addition to Hennepin County Minn., and the easterly extension of the north line of Lot 1 of said Block 1, and lying westerly of Toro 2nd Addition;

all as vacated per Document Nos. 4175437 (T) and 8663783 (A).

**Tract KK:**  
Together with that part of Harriet Avenue South as dedicated in the plat of Murphy Bros. Second Addition to Hennepin County Minn., lying south of the south line of West 80th Street and lying north of a line drawn 30.00 feet north of and parallel with the easterly extension of the south line of Lot 13, Block 5, of said addition;

as vacated per Document Nos. 105133167 and A10026767.

**Tract LL:**  
That part of Harriet Avenue South as dedicated in the plat Murphy Bros. Second Addition to Hennepin County Minn., lying south of a line drawn 30.00 feet North of and parallel with the westerly extension of the south line of Lot 13, Block 5 of said addition;

as vacated per Document Nos. 2869754 (T) and 6795969 (A).

**Tract MM:**  
That part of the Alley in Block 5 as dedicated in the plat of Murphy Bros. Second Addition to Hennepin County Minn., lying south of the easterly extension of the north line of Lot 18, Block 5 of said addition;

as vacated per Document Nos. 2869754 (T) and 6795969 (A).

**Tract NN:**  
That part of the east half of the Alley in Block 4 as dedicated in the plat of Murphy Bros. Second Addition to Hennepin County Minn., lying south of the westerly extension of the north line of the South 39 feet of Lot 7, Block 4 of said addition;

as vacated per Document Nos. 2869754 (T) and 6795969 (A).

**Tract OO:**  
That part of Pleasant Avenue South as dedicated in the plat of Murphy Bros. Second Addition to Hennepin County Minn., lying south of the easterly extension of the north line of Lot 8, Block 8 of said Addition;

as vacated per Document Nos. 2869754 (T) and 6795969 (A).

**Tract PP:**  
The alley located in Block 8, Murphy Bros. Second Addition, which extends from 80th Street to 81st Street, extended between Grand Avenue and the Minneapolis, Northfield and Southern Railway;

as vacated per Document Nos. 3664401 (A) and 3680334 (A).

**AND**

[Added by Sunde Land Surveying, LLC]

All vacated streets and alleys accruing thereto.

Together with all streets and alleys proposed to be vacated which would accrue thereto.

**PLAT RECORDING INFORMATION**

The plat of "Murphy Bros. Second Addition to Hennepin County, Minn." was filed of record on April 26, 1926, in Book 101 Plats, page 21.

The plat of R W J Addition was filed of record on July 6, 1988, as Document No. 5428055.

The plat of Prestige 3rd Addition was filed of record on October 6, 1972, in Book 74 Plats, page 12, Document No. 1048572.

The plat of Toro 1st Addition was filed of record on August 28, 1974, as R.T. Document No. 1118509.

The plat of Toro 2nd Addition was filed of record on September 14, 1994, as R.T. Document No. 2550342 and on September 16, 1994, as C.R. Document No. 6339528.

[ ] Bearings and/or dimensions listed within brackets are per plat or record documents.

Dated this 14th day of June, 2016

Certified by: *Mark S. Hanson*  
Mark S. Hanson, P.L.S. Minn. Lic. No. 15480

**SUNDE LAND SURVEYING**  
Main Office: 9001 East Bloomington Freeway (290) x Suite 118  
Bloomington, Minnesota 55420-3432  
952-881-2455 (Fax: 952-888-9526)  
Branch Office: Cloquet, Minnesota 218-499-8287  
www.sunde.com  
File: 2012226000\pp10192.dwg Sheet: 2 of 5

TITLE COMMITMENT

Commonwealth Land Title Insurance Company Commitment for Title Insurance Commitment No. 238505, 2nd Amended 6/13/2016, effective date May 10, 2016, was relied upon as to matters of record.

Schedule B Exceptions:

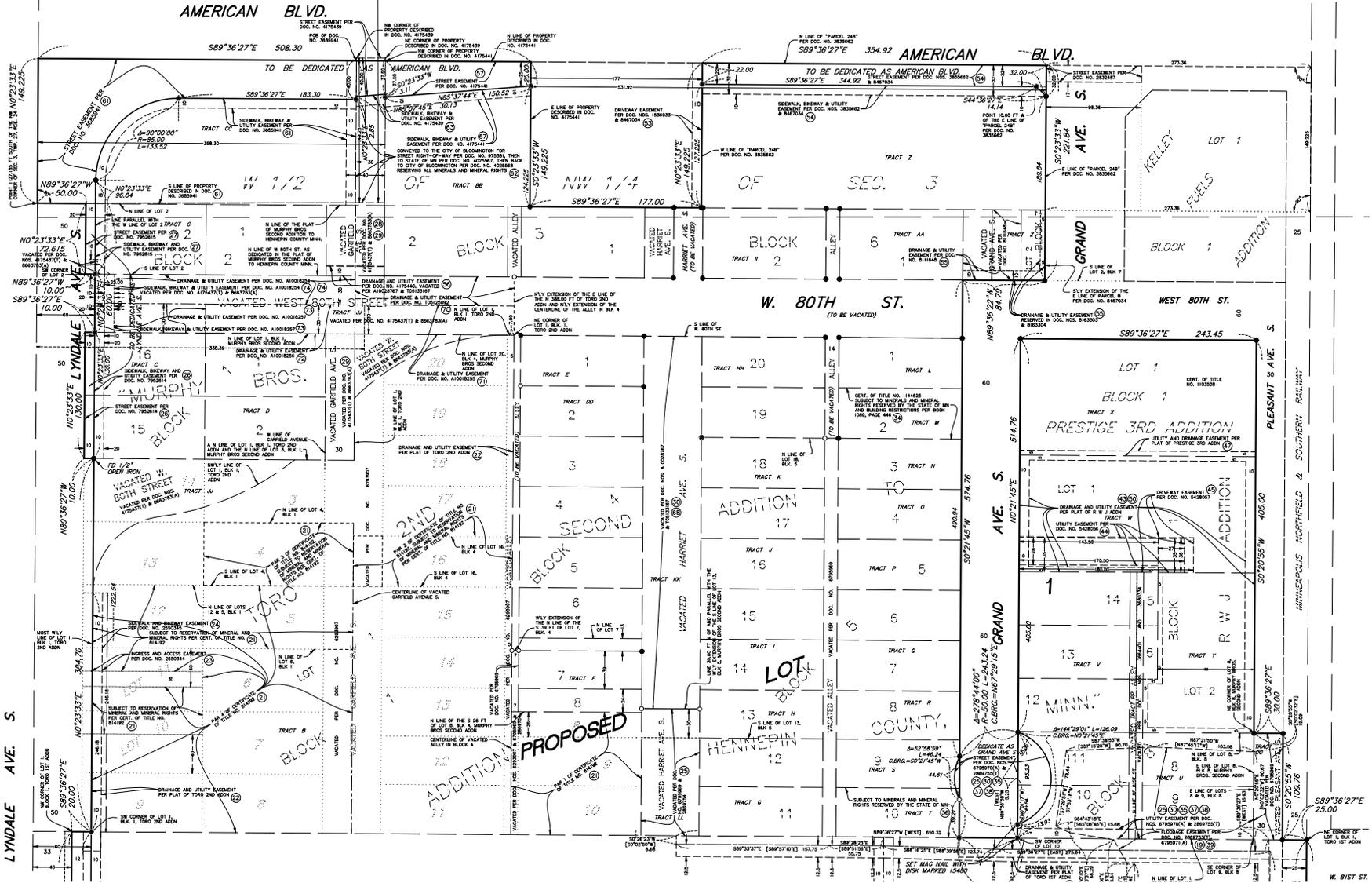
- Exceptions are indicated on survey with circled numbers unless otherwise noted. Items not listed below are standard exceptions and/or are not survey related.
The following items affect Tract A:
10. Drainage and utility easement(s) as shown on the recorded Plat of Tara 1st Addition, [shown on survey]
As affected by the terms and conditions of Ordinance No. 2013-27 by the City of Bloomington, Minnesota, vacating certain public right-of-way and easements, recorded November 18, 2013 as Document No. A10028767 and as Document No. T05133167.
11. Easement for uninterrupted and unobstructed vision for street and railroad grade crossing purposes in favor of the City of Bloomington contained in Quit Claim Deed recorded March 24, 1952 as Document No. 363191. [shown on survey]
12. Easement for right of way in favor of Minnesota, Northfield and Southern Railway as contained in Order of Court recorded August 13, 1954 as Document No. 431623. [shown on survey]
13. Permanent easement for street purposes in favor of the City of Bloomington as contained in Quit Claim Deed recorded January 18, 1966 as Document No. 836154. [shown on survey]
14. Permanent easement for storm drainage utility system in favor of the City of Bloomington as contained in Quit Claim Deed recorded January 21, 1966 as Document No. 836444. [shown on survey]
15. Permanent easement for storm drainage utility system in favor of the City of Bloomington as contained in Quit Claim Deed recorded January 21, 1966 as Document No. 836444. [shown on survey]
As affected by the terms and conditions of Ordinance No. 2013-27 by the City of Bloomington, Minnesota, vacating certain public right-of-way and easements, recorded November 18, 2013 as Document No. A10028767 and as Document No. T05133167.
16. Permanent easement for sidewalk purposes in favor of the City of Bloomington as contained in Quit Claim Deed recorded September 30, 1974 as Document No. 1121663. [shown on survey]
17. Permanent easement for sidewalk purposes in favor of the City of Bloomington as contained in Quit Claim Deed recorded July 3, 1975 as Document No. 1144656. [shown on survey]
18. Easement for street and other purposes in favor of the City of Bloomington as contained in Easement recorded April 30, 1974 as Document No. 2863645. [shown on survey]
19. Easement for storm sewer and other purposes in favor of the City of Bloomington as contained in Easement recorded December 15, 1997 as Document No. 2869754. [shown on survey]
The following items affect Tract B:
20. Drainage and utility easement(s) as shown on the recorded Murphy Bros. Second Addition to Hennepin County, Minn. [not shown on survey - it appears that none were dedicated on the plat]
21. All minerals and mineral rights reserved to the State of Minnesota in trust for the taxing districts concerned. [shown on survey]
22. Drainage and utility easements as shown on and dedicated by the plat of Tara 2nd Addition, recorded September 14, 1994 as Document No. 2550342 (T) and recorded October 16, 1994 as Document No. 6339528 (A).
As affected by Ordinance No. 97-47 vacating part of dedicated drainage and utility easements over and across the East 5 feet and over and across the North 5 feet of Lot 1, Block 2, Tara 2nd Addition, lying South of the North line and its Westerly extension to the South 39 feet of Lot 7, Block 4, Murphy Bros. Second Addition to Hennepin County, Minn., recorded December 15, 1997 (T) as Document No. 2869754 (T) and recorded October 15, 1997 as Document No. 6795970 (A).
As affected by the terms and conditions of Ordinance No. 2013-27 by the City of Bloomington, Minnesota, vacating certain public right-of-way and easements, recorded November 18, 2013 as Document No. A10028767 and as Document No. T05133167. [shown on survey]
23. All rights of ingress to and access from Lot 1, Block [ ] Tara 2nd Addition, to Lyndale Avenue and West 80th Street over and across a five-draw 10 foot easement and parallel with and parallel with the most Westerly and Northwesterly line of said Lot 1, lying West of the West line of Garfield Avenue extended Southerly, granted to the City of Bloomington, by Quit Claim Deed dated September 8, 1994, recorded September 14, 1994 as Document No. 2550344 (T) and recorded November 2, 1994 as Document 6337878 (A) and as Document No. 6360142 (A).
As affected by the terms and conditions of Ordinance No. 2013-27 by the City of Bloomington, Minnesota, vacating certain public right-of-way and easements, recorded November 18, 2013 as Document No. A10028767 and as Document No. T05133167. [shown on survey]
24. Easement for sidewalk and bikeway purposes as contained in Easement dated September 8, 1994, recorded September 14, 1994 as Document No. 2550345 (T) and recorded October 26, 1994, as Document No. 6357872 (A) and recorded November 2, 1994 as Document No. 6360143 (A).
As affected by the terms and conditions of Ordinance No. 2013-27 by the City of Bloomington, Minnesota, vacating certain public right-of-way and easements, recorded November 18, 2013 as Document No. A10028767 and as Document No. T05133167. [shown on survey]
25. Easement for utility purposes over and across the East 20 feet of the West 28 feet of Harriet Avenue South vacated by Ordinance No. 97-47 recorded as Document No. 6795969, granted to the City of Bloomington, by Easement dated October 15, 1997, recorded October 15, 1997 as Document No. 6795970 (A). [shown on survey]
As affected by the terms and conditions of Ordinance No. 2013-27 by the City of Bloomington, Minnesota, vacating certain public right-of-way and easements, recorded November 18, 2013 as Document No. A10028767 and as Document No. T05133167.
The following items affect Tract C:
26. Permanent easement for sidewalk, bikeway and utility purposes over and across the East 10 feet of the West 20 feet of Lots 15 and 16, Block 1, granted to the City of Bloomington, by Easement dated February 3, 2003, recorded February 19, 2003 as Document No. 7952614 (A). [shown on survey]
27. Permanent easement for street purposes over and across part of Lots 1 and 2, Block 2, as described therein, and permanent easement for sidewalk, bikeway and utility purposes over and across the East 10 feet of the West 20 feet of Lot 2, Block 2, granted to the City of Bloomington, by Easement dated February 3, 2003, recorded February 19, 2003 as Document No. 7952615 (A). [shown on survey]
28. Ordinance No. 2005-10 Vacating Portions of West 80th Street and Garfield Avenue South, recorded September 29, 2005 as Document No. 8663783 (A). [shown on survey]
The following items affect Tract D:
29. Ordinance No. 2005-10 Vacating Portions of West 80th Street and Garfield Avenue South, recorded September 29, 2005 as Document No. 8663783 (A). [shown on survey]
The following items affect Tract E:
30. Easement for street purposes over and across the North 30 feet of the East 15 feet of the South 39 feet of Lot 7 and the North 24 feet of Lot 6, Block 4, and an easement for utility purposes over and across the East 20 feet of the West 28 feet of Harriet Avenue South vacated by Ordinance No. 97-47 recorded as Document No. 6795969, granted to the City of Bloomington, by Easement dated October 15, 1997, recorded October 15, 1997 as Document No. 6795970 (A).
As affected by the terms and conditions of Ordinance No. 2013-27 by the City of Bloomington, Minnesota, vacating certain public right-of-way and easements, recorded November 18, 2013 as Document No. A10028767 and as Document No. T05133167. [shown on survey]
The following items affect Tract G:
31. Conditions and restrictions and Stormwater Facility Maintenance Schedule contained in that certain Declaration dated October 20, 2010, in favor of the Nine Mile Creek Watershed District, recorded October 22, 2012 as Document No. A9574638. [not shown on survey]
The following items affect Tract H:
32. Conditions and restrictions and Stormwater Facility Maintenance Schedule contained in that certain Declaration dated October 20, 2010, in favor of the Nine Mile Creek Watershed District, recorded October 22, 2012 as Document No. A9574638. [not shown on survey]
The following items affect Tract M:
33. Intentionally deleted.
34. All minerals and mineral rights reserved to the State of Minnesota in trust for the taxing districts concerned. [shown on survey]
The following items affect Tract S:
35. Easement for street purposes over and across that part of Lot 9, Block 5 as described therein, granted to the City of Bloomington, by Easement dated October 15, 1997, recorded October 15, 1997 as Document No. 6795970 (A).
As affected by the terms and conditions of Ordinance No. 2013-27 by the City of Bloomington, Minnesota, vacating certain public right-of-way and easements, recorded November 18, 2013 as Document No. A10028767 and as Document No. T05133167. [shown on survey]
The following items affect Tract T:
36. All minerals and mineral rights reserved to the State of Minnesota in trust for the taxing districts concerned. [shown on survey]
37. Easement for street purposes over and across that part of Lot [10] Block 5 as described therein, granted to the City of Bloomington, by Easement dated October 15, 1997, recorded December 15, 1997 as Document No. 2869755 (T).
As affected by the terms and conditions of Ordinance No. 2013-27 by the City of Bloomington, Minnesota, vacating certain public right-of-way and easements, recorded November 18, 2013 as Document No. A10028767 and as Document No. T05133167. [shown on survey]
The following items affect Tract U:
38. Easement for street purposes over and across that part of Lots 9 and 10, Block 8 as described therein, and easement for utility purposes over and across the South 10 feet of Lots 9 and 10, Block 5, granted to the City of Bloomington, by Easement dated October 15, 1997, recorded October 15, 1997 as Document No. 6795970 (A).
As affected by the terms and conditions of Ordinance No. 2013-27 by the City of Bloomington, Minnesota, vacating certain public right-of-way and easements, recorded November 18, 2013 as Document No. A10028767 and as Document No. T05133167. [shown on survey]
39. Easement for storm floodage purposes over and across that part of Lots 8, 9, 10 and 11, Block [8] as described therein, granted to the City of Bloomington, by Easement dated October 15, 1997, recorded October 15, 1997 as Document No. 6795971 (A). [shown on survey]
The following items affect Tract W:
43. Drainage and utility easements as shown on and dedicated by the plat of R W J Addition, recorded July 6, 1988 as Document No. 5428055. [shown on survey]
44. Utility easements over part of property as granted by Utility Easement dated June 20, 1988, recorded July 6, 1988 as Document No. 5428056. [shown on survey]
45. Access Easement, dated May 18, 1988, over part of property, recorded July 6, 1988 as Document No. 5428057. [shown on survey]

- The following items affect Tract X:
47. Drainage and utility easements as shown on and dedicated by the plat of Prestige 3rd Addition, recorded October 6, 1972 as Document No. 1049527. [shown on survey]
48. Spur track as shown on Survey prepared by Carlson & Carlson Inc., dated February 12, 2003. [not shown on survey - Survey was not supplied to us]
The following items affect Tract Y:
50. Drainage and utility easements as shown on and dedicated by the plat of R W J Addition, recorded July 6, 1988 as Document No. 5428055. [shown on survey]
The following items affect Tract Z:
53. Perpetual easement for roadway and driveway purposes and for ingress and egress as contained in Driveway Easement Agreement filed of record September 22, 1983, as Document No. 1536933. [shown on survey]
54. Easements contained in Warranty Deed dated September 12, 2003, filed of record September 16, 2003, as Document No. 3835662 (T). (Parcel 1) [shown on survey]
55. Easements reserved in Warranty Deed dated September 12, 2003, filed of record September 16, 2003, as Document No. 3835662 (A), and in City of Bloomington Resolution vacating Grand Avenue filed of record July 23, 2003, as Document No. 811642, and in City of Bloomington Ordinance No. 2003-34, filed of record September 16, 2003 as Document No. 816303. (Parcel 2) [shown on survey]
The following items affect Tract BB:
56. Permanent easement for drainage and utility purposes, granted to the City of Bloomington, and the terms and conditions of the Easement dated April 21, 2005, recorded October 18, 2005 as Document No. 4175440 (T).
As affected by the terms and conditions of Ordinance No. 2013-27 by the City of Bloomington, Minnesota, vacating certain public right-of-way and easements, recorded November 18, 2013 as Document No. A10028767 and as Document No. T05133167. [shown on survey]
57. Permanent easement for street purposes, and for sidewalk, bikeway and utility purposes, granted to the City of Bloomington, by Easement dated April 21, 2005, recorded October 18, 2005 as Document No. 4175441 (T). [shown on survey]
The following items affect Tract CC:
60. Rights of the City of Bloomington pursuant to that certain Purchase Agreement dated September 30, 2002 with the Toro Company for acquisition of certain land relating to the intersection of Lyndale Avenue and 79th Street. [not shown on survey - Purchase Agreement has not been supplied to us]
61. Permanent easement for street purposes, and for sidewalk, bikeway and utility purposes, granted to the City of Bloomington, by Easement dated February 3, 2003, recorded February 19, 2003 as Document No. 3859241.
As affected by the terms and conditions of Ordinance No. 2013-27 by the City of Bloomington, Minnesota, vacating certain public right-of-way and easements, recorded November 18, 2013 as Document No. A10028767 and as Document No. T05133167. [shown on survey]
62. All minerals and mineral rights reserved to the State of Minnesota in trust for the taxing districts concerned in Conveyance of Forfeited Land, dated October 1, 2004, recorded October 7, 2004 as Document No. 4029568. [shown on survey]
63. Permanent easement for street purposes, sidewalk, bikeway and utility purposes, reserved by the City of Bloomington in Quit Claim Deed dated May 25, 2005, recorded October 18, 2005 as Document No. 4175439 (T). [shown on survey]
The following items affect the Tracts as Indicated below:
64. Terms and conditions of Declaration, dated September 4, 2013, in favor of Nine Mile Creek Watershed District, recorded September 10, 2013 as Document No. A10003684 and as Document No. T0514365. (affects Tracts A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, BB, CC) [not shown on survey]
65. Terms and conditions of Site Development Agreement, dated as of October 9, 2013, recorded October 10, 2013 as Document No. A100186660 and as Document No. T05123260. (affects Tracts A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, BB, CC) [not shown on survey]
66. Terms and conditions of Proof of Parking Agreement, dated October 9, 2013, recorded October 10, 2013 as Document No. A10018662 and as Document No. T05123261. (affects Tracts A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, BB, CC) [not shown on survey]
67. Terms and conditions of Declaration of Easement, dated October 8, 2013, recorded October 10, 2013 as Document No. A10018668 and as Document No. T05123262. (affects Tracts A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, BB, CC) [not shown on survey - easement not specifically defined]
68. Terms and conditions of Ordinance No. 2013-27 by the City of Bloomington, Minnesota, vacating certain public right-of-way and easements, recorded November 18, 2013 as Document No. A10028767 and as Document No. T05133167. (affects Tracts A, B, E, F, H, I, J, K, M, T, BB, FF, GG) [shown on survey]
69. Terms and conditions of Resolution No. 2014-136 of the City of Bloomington, Minnesota, approving a variance from the rooftop screening requirement on an existing building, recorded December 17, 2014 as Document No. T05222321. (affects Tract A) [not shown on survey]
70. Terms and conditions of Easement, dated October 11, 2013, in favor of the City of Bloomington, Minnesota, for drainage and utility purposes, recorded October 16, 2013 as Document No. T05125092. (affects Tract BB) [shown on survey]
71. Terms and conditions of Easement, dated October 11, 2013, in favor of the City of Bloomington, Minnesota, for sidewalk, bikeway and utility purposes, recorded October 16, 2013 as Document No. A10018255 and as Document No. T05125093. (affects Tract B) [shown on survey]
72. Terms and conditions of Easement, dated October 11, 2013, in favor of the City of Bloomington, Minnesota, for drainage and utility purposes, recorded October 16, 2013 as Document No. A10018256. (affects Tract D) [shown on survey]
73. Terms and conditions of Easement, dated October 11, 2013, in favor of the City of Bloomington, Minnesota, for drainage and utility purposes, recorded October 16, 2013 as Document No. A10018257. (affects Tract E) [shown on survey]
74. Terms and conditions of Easement, dated October 11, 2013, in favor of the City of Bloomington, Minnesota, for drainage and utility purposes, recorded October 16, 2013 as Document No. A10018258. (affects Tract C) [shown on survey]
75. All minerals and mineral rights reserved to the State of Minnesota in trust for the taxing districts concerned. (affects Tract FF) [Tract FF was intentionally deleted and combined with Tract DD] [not shown on survey]

Dated this 14th day of June, 2016

Certified by: Mark S. Hanson, P.L.S. Minn. Lic. No. 15480

SUNDE LAND SURVEYING logo and contact information: 9001 East Bloomington Freeway (290) • Suite 118, Bloomington, Minnesota 55420-5433, 952-881-2455 (Fax: 952-888-9520), www.sunde.com, Minn. Lic. No. 15480



SEE SHEET 5

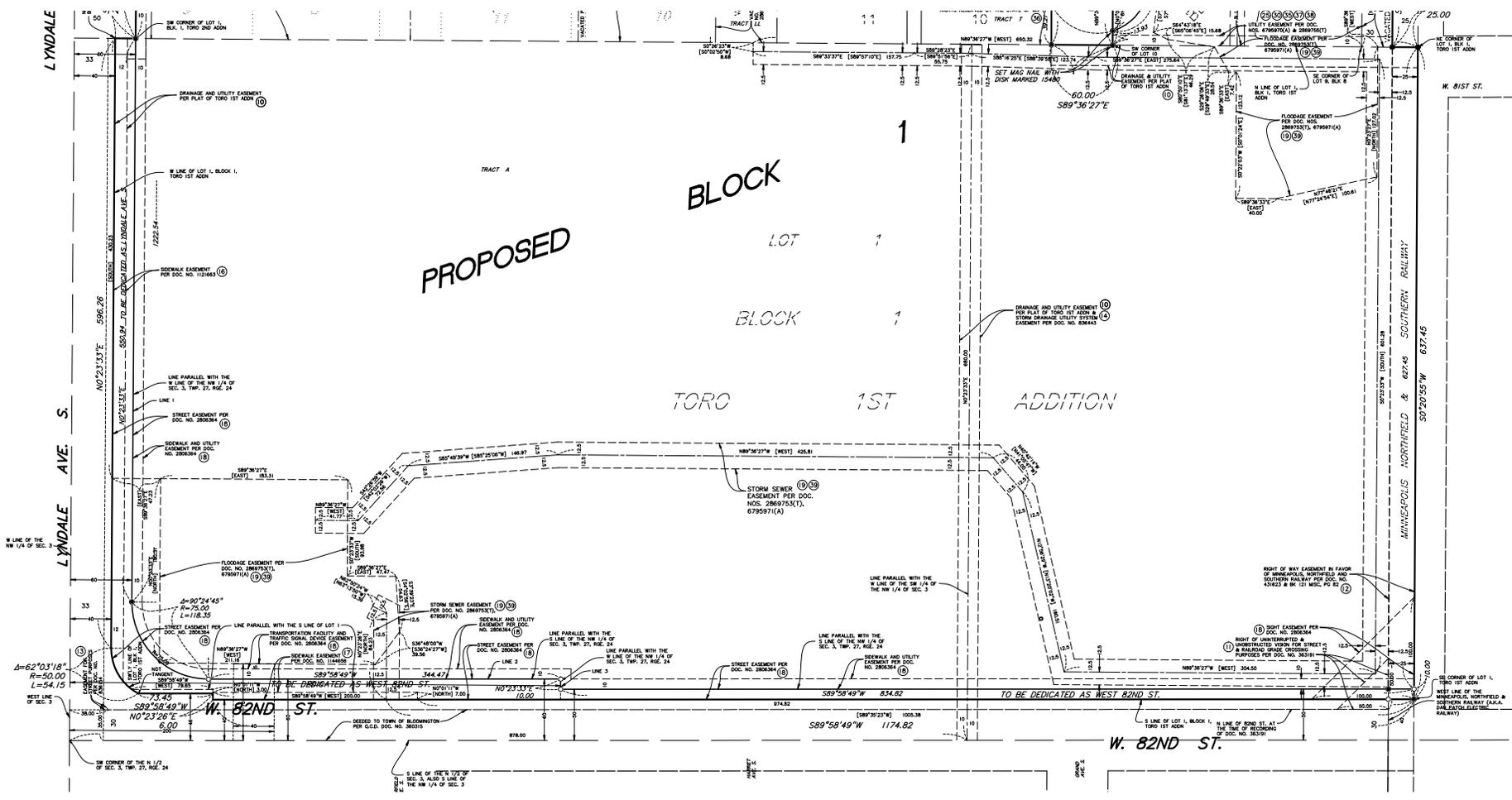
Dated this 14th day of June, 2016

Certified by: *Mark S. Hanson*  
 Mark S. Hanson, P.L.S. Minn. Lic. No. 15480

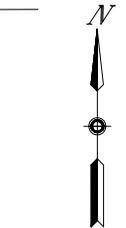
**BOUNDARY & EASEMENT INFORMATION**

**SUNDE**  
 LAND SURVEYORS  
 Main Office: 9001 East Bloomington Freeway (394) • Suite 118  
 Bloomington, Minnesota 55423-3451  
 952-881-2455 (Fax: 952-888-9526)  
 St. Paul Office: 1000 Grand Avenue  
 St. Paul, Minnesota 55108-4928  
 612-291-8888 (Fax: 612-291-8267)

SEE SHEET 4



Dated this 14th day of June, 2016  
 Certified by: *Mark S. Hanson*  
 Mark S. Hanson, P.L.S. Minn. Lic. No. 15480



**BOUNDARY & EASEMENT INFORMATION**

**SUNDE** LAND SURVEYING  
 Main Office: 9001 East Bloomington Freeway (394) • Suite 118  
 Bloomington, Minnesota 55425-3435  
 952-881-2455 (Fax: 952-888-9526)  
 St. Paul Office: 217 North Snelling Avenue  
 St. Paul, Minnesota 55105-4202  
 www.sunde.com

KNOW ALL PERSONS BY THESE PRESENTS: That The Toro Company, a Delaware corporation, owner of the following described property situated in the County of Hennepin, State of Minnesota, to-wit:

Lot 1, Block 1, Toro 1st Addition.

Lot 1, Block 1, Toro 1st Addition.

Lot 1, Block 1, Toro 2nd Addition.

# TORO 3RD ADDITION

Lot 1, Block 1, R.W.J. Addition.

AND

Lot 1, Block 1, Prastige 3rd Addition, according to the recorded plat thereof, Hennepin County, Minnesota.

Lot 1, Block 1, Prastige 3rd Addition, according to the recorded plat thereof, Hennepin County, Minnesota.

Lot 1, Block 1, Prastige 3rd Addition, according to the recorded plat thereof, Hennepin County, Minnesota.

AND

Lot 2, Block 1, R.W.J. Addition.

AND

The East 354.92 feet of the following described tract: That part of the West 1/2 of the Northwest 1/4 of Section 3, Township 27, Range 24, Hennepin County, Minnesota, described as follows to-wit:

Commencing at a point in the West line of the West 1/2 of the Northwest 1/4 of said Section 3, 1,127.185 feet South of the Northwest corner of said Section 3; thence at right angles East 1,040.22 feet; thence at right angles North 149.225 feet; thence at right angles West 711.92 feet; thence at right angles South 55 feet; thence at right angles West 328.3 feet, more or less, to the West [line of said Section 3; thence at right angles South along said West line 94.225 feet to the point of beginning.

Together with an easement for road and driveway purposes in and over the East 10 feet of the West 177 feet of the East 531.92 feet of the following described tract: That part of the West 1/2 of the Northwest 1/4, Section 3, Township 27, North Range 24, West of the Fifth Principal Meridian described as follows, to-wit: Commencing at a point in the West line of the West 1/2 of the Northwest 1/4, Section 3, Township 27, Range 24, 1,127.185 feet South of the Northwest corner of said Section 3; thence at right angles East 1,040.22 feet; thence at right angles North 149.225 feet; thence at right angles West 711.92 feet; thence at right angles South 55 feet; thence at right angles West 328.3 feet, more or less, to the West line of said Section 3; thence at right angles South along said West line of said Section 3, 94.225 feet to the point of beginning.

Lot 1, Block 4, Murphy Bros. Second Addition to Hennepin County, Minn.

AND

Lot 1, Block 4, Murphy Bros. Second Addition to Hennepin County, Minn.

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Lot 1, Block 4, Murphy Bros. Second Addition to Hennepin County, Minn.

AND

Lot 2, 3, 4, 5, 6 and the North 13 feet of Lot 7, Block 4, Murphy Bros. Second Addition to Hennepin County, Minn.

Abstract Property and Torrens Property Certificate of Title No. 1374286 (Lot 5)

AND

Lots 19 and 20, Block 5, Murphy Bros. Second Addition to Hennepin County, Minn.

AND

Lot 2, Block 6, Murphy Bros. Second Addition to Hennepin County, Minn.

AND

That part of West 80th Street as dedicated in the recorded plats of Murphy Bros Second Addition to Hennepin County Minn., and Toro 2nd Addition, lying west of the northerly extension of the east line of the north 388.00 feet of said Toro 2nd Addition and lying east of the west 60.00 feet of the Northwest Quarter of Section 3, Township 27, Range 24;

Also, that part of West 80th Street as dedicated in Document No. 7952615, filed of record with the County Recorder, County of Hennepin, described as follows: Beginning at the point of intersection of the south line of Lot 2, Block 2, Murphy Bros. Second Addition to Hennepin County Minn. with a line drawn 10.00 feet east of and parallel with the west line thereof; thence north 15.00 feet along said parallel line; thence southeasterly to a point in the south line of said Lot 2, distant 25.00 feet east of the southwest corner thereof; thence west to the point of beginning;

Also, that part of Garfield Avenue South as dedicated in the recorded plat of Murphy Bros Second Addition to Hennepin County Minn., lying south of the north line of said plat and lying north of the north line of West 80th Street as dedicated in said plat; and

Also, that part of said Garfield Avenue South lying between the easterly extension of the north line of Lot 3, Block 1, said Murphy Bros. Second Addition to Hennepin County Minn., and the easterly extension of the north line of Lot 1 of said Block 1, and lying westerly of Toro 2nd Addition;

all as vacated per Document Nos. 4175437 (T) and 8663783 (A).

AND

Together with that part of Harriet Avenue South as dedicated in the plat of Murphy Bros. Second Addition to Hennepin County Minn., lying south of the south line of West 80th Street and lying north of a line drawn 30.00 feet north of and parallel with the westerly extension of the south line of Lot 13, Block 5, of said addition;

as vacated per Document Nos. 705133167 and 410028767.

AND

That part of Harriet Avenue South as dedicated in the plat of Murphy Bros. Second Addition to Hennepin County Minn., lying south of a line drawn 30.00 feet north of and parallel with the westerly extension of the south line of Lot 13, Block 5 of said addition;

as vacated per Document Nos. 2869754 (T) and 6795969 (A).

AND

That part of the Alley in Block 5 as dedicated in the plat of Murphy Bros. Second Addition to Hennepin County Minn., lying south of the easterly extension of the north line of Lot 18, Block 5 of said addition;

as vacated per Document Nos. 2869754 (T) and 6795969 (A).

AND

That part of the east half of the Alley in Block 4 as dedicated in the plat of Murphy Bros. Second Addition to Hennepin County Minn., lying south of the westerly extension of the north line of the South 39 feet of Lot 7, Block 4 of said addition;

as vacated per Document Nos. 2869754 (T) and 6795969 (A).

AND

That part of Pleasant Avenue South as dedicated in the plat of Murphy Bros. Second Addition to Hennepin County Minn., lying south of the easterly extension of the north line of Lot 8, Block 8 of said addition;

as vacated per Document Nos. 2869754 (T) and 6795969 (A).

AND

The alley located in Block 8, Murphy Bros. Second Addition, which extends from 80th Street to 81st Street, extended, between Grand Avenue and the Minneapolis, Northfield and Southern Railway;

as vacated per Document Nos. 3664401 (A) and 3680334 (A).

Has caused the same to be surveyed and plotted as TORO 3RD ADDITION and do hereby dedicate to the public for public use the public ways and the drainage and utility easements as created by this plat.

In witness whereof said The Toro Company, a Delaware corporation, has caused these presents to be signed by its proper officer this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

By: \_\_\_\_\_ The Toro Company

STATE OF \_\_\_\_\_

COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by \_\_\_\_\_ of said The Toro Company, a Delaware corporation, on behalf of the corporation.

Notary Public, \_\_\_\_\_ County, \_\_\_\_\_

My Commission Expires \_\_\_\_\_

R.T. DOC. NO. \_\_\_\_\_  
C.R. DOC. NO. \_\_\_\_\_

I, Mark S. Hanson, do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat, and all public ways are shown and labeled on this plat.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Mark S. Hanson, Land Surveyor  
Minnesota License No. 15480

STATE OF MINNESOTA  
COUNTY OF HENNEPIN

This instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by Mark S. Hanson.

Notary Public, \_\_\_\_\_ County, Minnesota  
My Commission Expires January 31, 20\_\_\_\_.

BLOOMINGTON, MINNESOTA

This plat of TORO 3RD ADDITION was approved and accepted by the City Council of Bloomington, Minnesota, at a regular meeting thereof held this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_. If applicable, the written comments and recommendations of the Commissioner of Transportation and the County Highway Engineer have been received by the City or the prescribed 30 day period has elapsed without receipt of such comments and recommendations, as provided by Minn. Statutes Section 505.03, Subd. 2.

CITY COUNCIL OF BLOOMINGTON, MINNESOTA

By \_\_\_\_\_ Mayor

By \_\_\_\_\_ City Manager

RESIDENT AND REAL ESTATE SERVICES, Hennepin County, Minnesota  
I hereby certify that taxes payable in \_\_\_\_\_ and prior years have been paid for land described on this plat, dated this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Mark V. Chapin, Hennepin County Auditor

By \_\_\_\_\_ Deputy

SURVEY DIVISION, Hennepin County, Minnesota

Pursuant to Minnesota Statutes, Section 383B.565 (1969), this plat has been approved this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Chris F. Morris, County Surveyor

By: \_\_\_\_\_

REGISTRAR OF TITLES, Hennepin County, Minnesota

I hereby certify that the within plat of TORO 3RD ADDITION was filed in this office this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, at \_\_\_\_\_ o'clock \_\_\_\_\_ M.

Martin McCormick, Registrar of Title

By: \_\_\_\_\_ Deputy

COUNTY RECORDER, Hennepin County, Minnesota

I hereby certify that the within plat of TORO 3RD ADDITION was recorded in this office this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, at \_\_\_\_\_ o'clock \_\_\_\_\_ M.

Martin McCormick, County Recorder

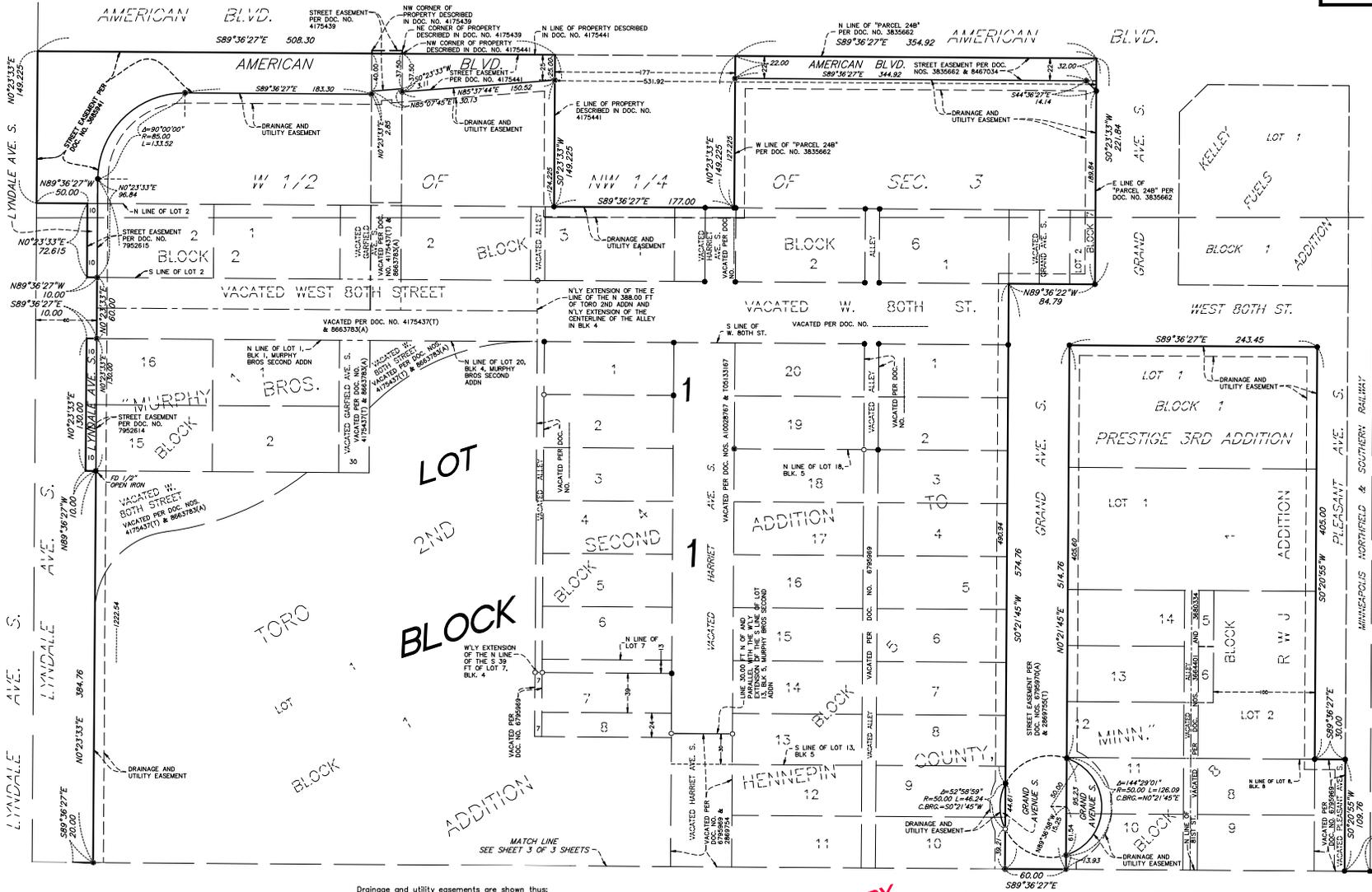
By: \_\_\_\_\_ Deputy

PRELIMINARY  
SUBJECT TO REVISION



# TORO 3RD ADDITION

R.T. DOC. NO. \_\_\_\_\_  
C.R. DOC. NO. \_\_\_\_\_



Drainage and utility easements are shown thus:

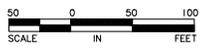


Being 10 feet in width and adjoining right-of-way lines and lot lines as shown on the plat.

**PRELIMINARY  
SUBJECT TO REVISION**

- Denotes iron monument set marked with PLS No. 15480
- Denotes iron monument found
- Denotes 1.17 inch diameter copper magnetized marker with disc cap affixed stamped LS-15480 set, unless otherwise noted

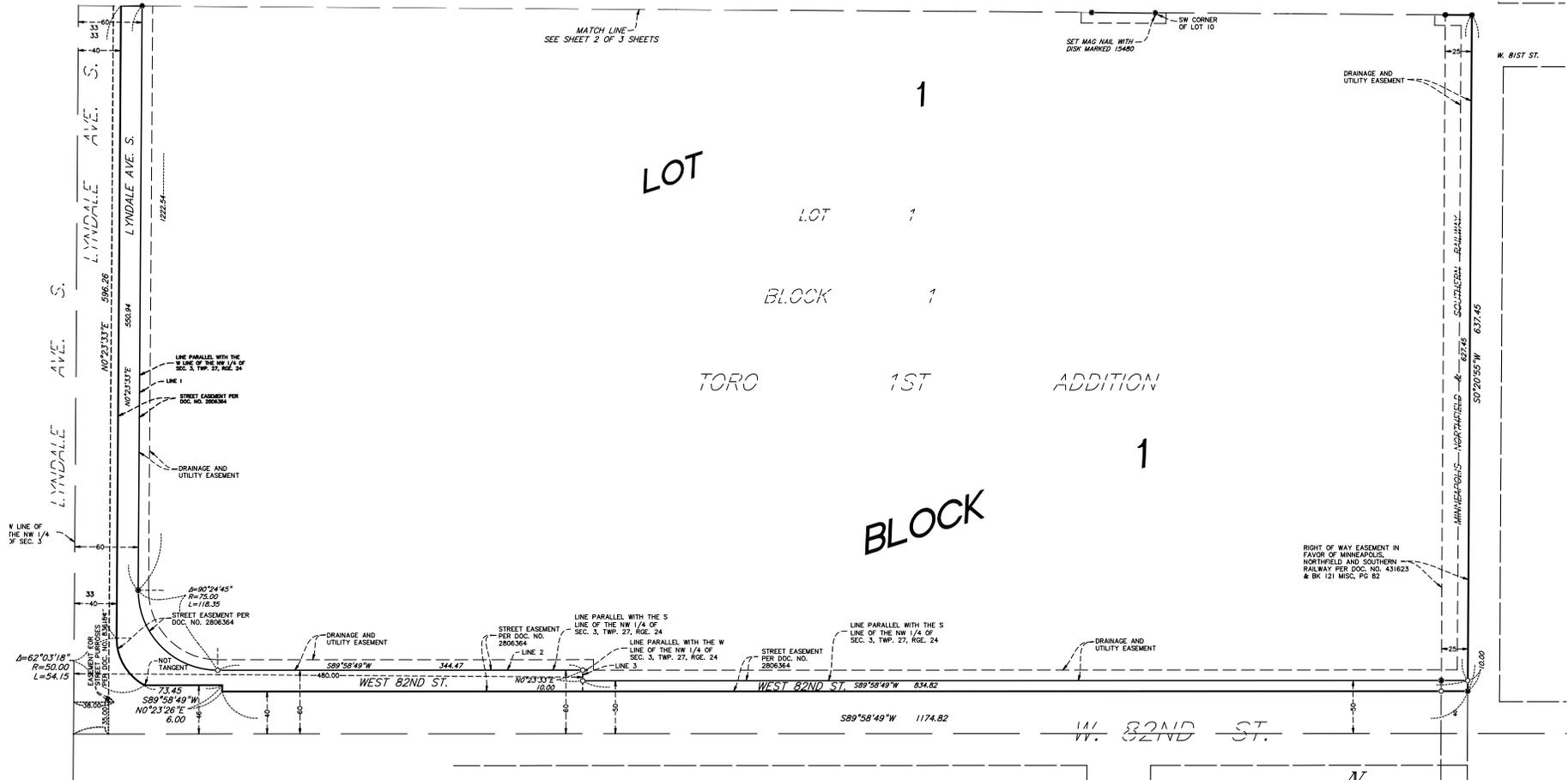
For the purposes of this plat, the north line of East 15th Street is assumed to bear S89°59'43"W.



**SUNDE**  
LAND SURVEYING  
SHEET 2 OF 3 SHEETS

# TORO 3RD ADDITION

R.T. DOC. NO. \_\_\_\_\_  
C.R. DOC. NO. \_\_\_\_\_

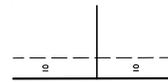


- Denotes 1.17 inch diameter copper magnetized marker with disc cap affixed stamped LS-15480 set
- Denotes iron monument found
- BRASS Denotes 1.17 inch diameter copper magnetized marker with disc cap affixed stamped LS-15480

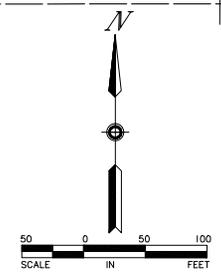
For the purposes of this plat, the north line of East 15th Street is assumed to bear S89°59'43\"/>

PRELIMINARY  
SUBJECT TO REVISION

Drainage and utility easements are shown thus:



Being 10 feet in width and adjoining right-of-way lines and lot lines as shown on the plat.



**SUNDE**  
LAND SURVEYING



# Development Review Committee

## Approved Minutes

Development Application, #PL201600108

Mtg Date: 06/28/2016

McLeod Conference Room

Bloomington Civic Plaza

1800 West Old Shakopee Road

### Staff Present:

Laura McCarthy (Fire Prev, Chair) 952-563-8965  
 Randy Quale (Park & Rec) 952-563-8876  
 Jen Desrude (Eng.) 952-563-4862  
 Tim Kampa (Utilities) 952-563-8776  
 Vicky Soukaseum (Eng.) 952-563-4627

Kent Smith (Assessing) 952-563-8707  
 Erik Solie (Env. Health) 952-563-8978  
 Bruce Bunker (Eng.) 952-563-4546  
 Michael Centinario (Planning) 952-563-8921  
 Glen Markegard (Planning) 952-563-8923

### Project Information:

Project	Toro	
Site Address	multiple	
Plat Name	multiple	
Project Description	Rezoning	
Application Type	Preliminary Development Plan	
	Final Development Plan	
	Preliminary Plat - Type III	
	Final Plat - Type III	
Staff Contact	Mike Centinario	
Applicant Contact	TORO COMPANY	<NO PRIMARY PHONE>
PC (tentative)	July 21, 2016	
CC (tentative)	August 15, 2016	

### Guests Present:

Name	Email
Chris Brink	chris.brink@ryancompanies.com
Mark Longworth	mwl原因worth@leoadaly.com
Emily Peckskamp	emily.peckskamp@toro.com
Tom Myre	tom.myre@toro.com
Heather Hille	heather.hille@toro.com
Michaela Whelan	mwhelan@sundecivil.com
Mark Hanson	mark@sunde.com

### Discussion/Comments:

- Mike Centinario (Planning):
  - Overview of project: Preliminary final plat to combine 44 parcels into 1. Modify the Preliminary and Final Development Plan to the Toro Corporate campus, which was approved in 2013. Rezoning from R1 to I-3(PD) and 351 American Blvd. W. from I-3 to I-3 (PD).
- Randy Quale (Park and Recreation):
  - No Comment.

- Kent Smith (Assessing):
  - Platting triggers park dedication. Smith asked if this is the final proposed build? If it is, Toro would gain credits from the build which would most likely be enough to cover all park dedication costs.
  - Smith asked if there will be second floor space or mezzanine space in the future renovation. Measurements of 15,000 sq. ft. were being questioned for accuracy. Longworth replied that there were updates made and the correct square footage will be given after the meeting.
  - Centinario questioned the 2013 review- Toro came in for an office expansion; the original plan submittal had an office building where the stormwater management pond is currently and the approved plans did not have the office building. Centinario would like to know what the thought process was during the change. Longworth replied that this expansion was part of their Phase 2 renovation. For the foreseeable future no additional office building is part of the campus plan.
- Erik Solie (Environmental Health):
  - The 8020 Pleasant Ave building that is planned for demolition; there are utility concerns, specifically the location of the water well. There is one listed on the west side of building, although it is unclear if it's actually there. The building was built in 1953 and the building did not have utilities until 1991, this supports the idea that there may be a well on the property. However, there could be a neighboring well east that supplied water to the building.
    - When a demolition permit is being applied for, there may be requirements for a contractor to find and seal the well under state statute.
    - Myre asked if this is the building east of the railroad tracks, which Solie replied, "Correct." Myre stated he was not aware of any wells on the property, and will have people investigate.
- Laura McCarthy (Fire Prevention):
  - McCarthy wanted to confirm on the plan that the emergency vehicle access lane is continued along the east side to the existing building between 82<sup>nd</sup> Street and American Blvd.
    - Myre replied that the access will remain and be maintained.
  - The building at 351 American Blvd W., is required to be sprinkled because of the change in use.
- Jen Desrude (Engineering) provided the Public Works comments and noted the following:
  - Need a cul-de-sac for plows to turn around; Desrude asked for McCarthy's opinion where should the cul-de-sac be built. It was resolved that the cul-de-sac should be built at the end of Grand.
    - Brink asked what the radius is for the snow plows. Desrude responded that it is a 45ft radius (will verify). Brink replied with a question about the setback guidelines. Desrude answered that there needs to be a right-of-way dedication around the cul-de-sac and a place for snow storage, which would be 10ft set back. Whelan asked about 10 ft. snow storage, saying she was once told 5ft. Desrude replied, she will ask the superintendent.
  - Regarding the gates, need additional detail about retro reflectivity for driver safety.
  - Minimum requirement for public sidewalk is 6ft. Centinario replied that the sidewalk is proposed in right of way as opposed to a sidewalk bikeway easement. Desrude

mentioned the sidewalk will be utilized mainly by Toro and a minimum of 6ft should be okay.

- Bike racks are needed for the 351 American Blvd site, numbers will be given later.
- Need additional information for infiltration basins, soil boring data. MPCA Superfund Declaration
  - Hille asked about the areas affected by the MPCA Superfund. They were not located in the area before. Desrude answered that miles along Lyndale is a Superfund site, and this has been implemented within the last couple of months. Concerns of groundwater contamination.
- Utility expectations need to be clarified: all storm sewer, watermain, and sanitary sewer must become private utilities once the vacation goes through.
- Bruce Bunker (Engineering)
  - Provided preliminary and final plat comments.
- Tim Kampa (Utilities):
  - The City will be upgrading to a 12" watermain on east side in the future, but the City will need a drainage and utility easement through the infiltration basin area off Pleasant Ave. Watermain is planned to go from American Blvd. to Pleasant Ave. with the 30ft easement, to a 60ft easement next to the tracks to replace watermain on Pleasant Ave.
  - In the future, Toro will need to replace their 6 and 8 inch pipes to a 12 inch watermain to connect into the City 12 inch watermain on the east side of the property.
  - With difficulty of access, the City will require Toro to take over private ownership and maintenance of the Utilities in the area.
  - At the 351 American Blvd. building, there is a 1" water service that is not listed on the plan.
  - Mechanical meter needs to be located 10ft outside of the wall. Suggestion: use the north service that's already there and save money on the south.
  - There is currently a four inch pipe that was damaged. Kampa suggests that it should be investigated. Brink questioned the damage, but Kampa wasn't sure what exactly caused the damage, but guessed it could be the utility that went through the gas main or fiber optic. Kampa offered to check on it and update Brink.
  - 351 American Blvd building needs fire connection on the north end of building where the one inch pipe is-utilize what's there.
- Mike Centinario (Planning):
  - Purpose of the future testing ground. What is exactly is being proposed?
    - Myre answered it was open land used to test site work equipment for digging, cutting, outdoor lawn, CATS, etc. equipment. Centinario stated there should be more clarification on the plan; suggested to simply state, "Testing Ground" vs "Future Testing Ground".
  - Employee parking lot is labeled as outdoor equipment storage it is a separate CUP (exterior storage as a primary use).
  - Some employee parking signs are on public right of way (south of 82<sup>nd</sup> St). Apply for CUP for use of outdoor equipment storage.
  - 260 parking stalls was the total count, but once the outdoor equipment storage is in place, the stalls will no longer be 260 counts, which will not meet code. Myre stated moving equipment storage will be moved and not there. Temporary transport trailers, etc. will be stored there.



## Comment Summary

PL201600108

**Application #:** PL201600108

**Address:** 8015 GRAND AVE S, BLOOMINGTON, MN 554208001 GRAND AVE S, BLOOMINGTON, MN 554208011 GRAND AVE S, BLOOMINGTON, MN 55420351 AMERICAN BLVD W, BLOOMINGTON, MN 554208111 LYNDAL AVE S, BLOOMINGTON, MN 55420.

**Request:** **Rezoning several parcels from R-1 to I-3(PD) and 351 American Blvd. W. from I-3 to I-3(PD), Preliminary and Final Plat, and Major Revision to the Preliminary and Final Development Plan for the Toro Corporate campus planned development**

**Meeting:** Pre-Application DRC -  
Post Application DRC - June 28, 2016  
Planning Commission - July 21, 2016  
City Council - August 15, 2016

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**Planning Review Contact:** Mike Centinario at mcentinario@BloomingtonMN.gov, (952) 563-8921

- 1) Existing parking is located along the south side of the 8011 Testing Center parking lot. If the parking lot is moved to the north side, that represents a change that triggers meeting Code requirements, such as a landscape island. Keeping parking on south side would be legally non-conforming.
- 2) Parking lots with more than 10 stalls require parking islands. If two stalls at the 8001 Grand testing center can be removed, making a 10 stall lot, no parking islands would be required
- 3) What is the purpose of the proposed "future testing ground?" This is the FDP, so what is proposed to change from the current condition? Would this be converted to turf? Used for outdoor storage? The use of this area will dictate City requirements.
- 4) Surmountable curb is not permitted for parking lots. Please adjust curbing at 8011 Grand testing center to B-612 concrete curb
- 5) The minimum width for "private" sidewalks is 5 feet. Bituminous sidewalk is acceptable.
- 6) Sidewalk within or adjacent to public right of way must be at least six feet wide and should be located within a sidewalk/bikeway easement
- 7) The 8-stall proof of parking next to the 351 American building should meet code requirements. So, while to island is needed, it should be delineated with concrete curb and setback at least 20 feet from public right of way.

- 8) Sidewalks adjacent to parking stalls must be at least seven feet (including curb width) to accommodate vehicle overhang. Sidewalk in front of 351 building appears to be slightly too narrow.
- 9) One additional parking island is needed on the northernmost parking row. Perimeter parking rows may not exceed 300 feet without a parking island.
- 10) There are several freestanding "Employee Parking" signs along Grand Avenue that appear to be within public right of way. These signs must be moved to Code-compliant locations and receive a sign permit.
- 11) The outdoor equipment storage would require a Conditional Use Permit as it cannot be considered accessory to employee parking. This equipment storage area would also remove parking stalls which are identified as meeting the parking demand. Parking used for exterior storage would need to be replaced elsewhere on campus.
- 12) Ensure that a minimum 2 feet buffer is maintained between landscape plantings and the sidewalk. Accommodate room for growth.
- 13) There is an inconsistency between the landscape plan and FDP sheet regarding the 8011 Grand Testing Center parking lot. Please remove existing conditions if they would not be maintained.
- 14) It is unclear what is intended for the "Future Testing Ground." It is a different shade green than turf seed. Is it also proposed to be seeded?
- 15) AE01 and AE02 (sheet A-201) are considered coatings and are not permitted by City Code. Please adjust exterior materials to cementitious stucco system.

**Fire Department Review Contact:** Laura McCarthy at [lmccarthy@BloomingtonMN.gov](mailto:lmccarthy@BloomingtonMN.gov), (952) 563-8965

- 1) Minimum 20' wide emergency access lane with turning radius to accommodate BFD L1. Access road shall support the heaviest emergency vehicle - 40 tons.
- 2)

**Public Works Review Contact:** Jen Desrude at [jdesrude@BloomingtonMN.gov](mailto:jdesrude@BloomingtonMN.gov), (952) 563-4862

- 1) Provide civil plans for the project. Plan sheets may include grading, drainage, utility, erosion control, traffic control, civil site, etc.
- 2) A Minnesota licensed civil engineer must design and sign all civil plans.
- 3) \$15 fee for certified copy of plat. Engineering staff will obtain a certified copy of the plat from Hennepin County.
- 4) A 10-foot sidewalk/bikeway easement shall be provided along all street frontages. Developer/owner shall provide legal description and Engineering staff will prepare easement document.
- 5) Provide fire access easement as approved by City Fire Marshall.

- 6) Build truck turnaround at Cul-de-sac at end of 80th ST.
- 7) Public drainage/utility and easements must be provided on the plat.
- 8) Utility as-builts must be provided prior to issuance of Certificate of Occupancy.
- 9) Property must be platted per Chapter 22 of the City Code and the approved plat recorded at Hennepin County prior to the issuance of a foundation or building permit.
- 10) A title opinion or title commitment that accurately reflects the state of the title of the property being platted, dated within 6 months of requesting City signatures, must be provided.
- 11) Consent to plat form is needed from any mortgage companies with property interest.
- 12) Right-of-way dedication is required on the final plat.
- 13) Existing \_\_\_\_\_ easements may be vacated. Contact Bruce Bunker at 952-563-4546 or bbunker@BloomingtonMN.gov for information regarding the Public Rights-of-Way Vacation Application. It is the responsibility of the developer to determine if private utilities exist in the easement prior to submitting the application. Developer/owner to provide legal description and Engineering staff will prepare vacation document.

**Traffic Review Contact:** Jen Desrude at [jdesrude@BloomingtonMN.gov](mailto:jdesrude@BloomingtonMN.gov), (952) 563-4862

- 1) Furnish a construction traffic control plan. Plans shall be reviewed and approved by the City Engineer prior to the issuance of permits.
- 2) Provide detail for the “vehicle gates” noted at several locations on site plan. Note the retro reflectivity and other fixtures to ensure driver/public safety.
- 3) Sidewalk along Grand Ave should be 6’ wide.
- 4) Include bike racks for 35, A.B. site if renovating.
- 5) Provide appropriate MMUTCD references for signs proposed for circulating traffic. All private signage must be installed outside of the city right-of-way.
- 6) Disabled parking signage and pavement markings must be placed in accordance with ADA and MMUTCD

**Water Resources Review Contact:** Jen Desrude at [jdesrude@BloomingtonMN.gov](mailto:jdesrude@BloomingtonMN.gov), (952) 563-4862

- 1) All public storm infrastructure within replat area will become private-to be owned and maintained by property owner.
- 2) Provide soil boring data for infiltration basins. Environmental concern with MPCA Superfund declaration. Do any of existing infiltration areas raise risks of groundwater contamination?  
USDA soils map is not acceptable; provide borings at each basin.
- 3) Add note to plan - contact Utilities Division (952-563-8777) regarding permit for storm sewer construction.

- 4) A Stormwater Management Plan/Report shall be provided which includes:
- o Stormwater Rate Control – No net increase in runoff.
  - o Storm Water Volume Control – no increase in volume.
  - o Water Quality Treatment meeting requirements of Bloomington Comprehensive Surface Water Management Plan (CSWMP)  
<http://bloomingtonmn.gov/cityhall/dept/pubworks/engineer/waterres/mgmtplan/surfacewtr/surfacewtr.htm>
  - o Maintenance Schedule/Plan for Stormwater BMP signed by property owner to be filed on record with Hennepin County. Proof of filing must be submitted to Engineering.

5) An NPDES construction site permit and SWPPP shall be provided. The name and phone number of party responsible for erosion control shall be included; if greater than, one acre is disturbed. New or revised permit, as required.  
Update 6/27/16 – SWPPP is incomplete.

6) Site may be required to obtain coverage under the MPCA NPDES industrial site stormwater permit program. Refer to the MPCA for coverage determination  
<http://www.pca.state.mn.us/index.php?option=com-k2&itemid=2696&10=1145&layout=item/view=item> or [iswprogram.pca@state.mn.us](mailto:iswprogram.pca@state.mn.us) or 651-757-2118. New or revised permit, as required.

7) Erosion Control Bond required prior to issuance of permits – dollar amount based on the table below. Contractor to provide bid prices to install, maintain and remove EC devices.

Disturbed Area (acres)  
Surety amount

0.00-0.50  
\$5,000

0.51-0.75  
\$8,000

0.76-1.00  
\$11,000

Greater than one acre  
\$0.25 per square foot of disturbed area rounded to the nearest \$1,000 (maximum \$25,000)

- 8) An Erosion Control Plan shall be provided which includes:
- o Erosion Control BMP locations shown on the plan.
  - o Notes for maintenance (1/3 capacity, damage, tracking onto streets) and inspection (who is responsible, frequency), etc., consistent with the MPCA Protecting water Quality in Urban Areas BMP Manual (Nov. 2000).

- o Use of updated City of Bloomington Standard Details from the City of Bloomington website: <http://bloomingtonmn.gov/information-sheets-and-handouts-engineering-division>
- o No bales allowed for inlet protection and/or ditch checks.
- o All materials shall meet MnDOT approved materials list: [www.mrr.dot.state.mn.us/materials/apprprod.asp](http://www.mrr.dot.state.mn.us/materials/apprprod.asp)
- o Use approved inlet protection at all active storm sewer inlets; only basket or sack style in traffic areas.
- o Include turf establishment plan.

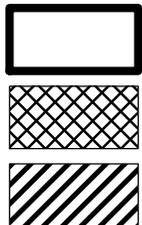
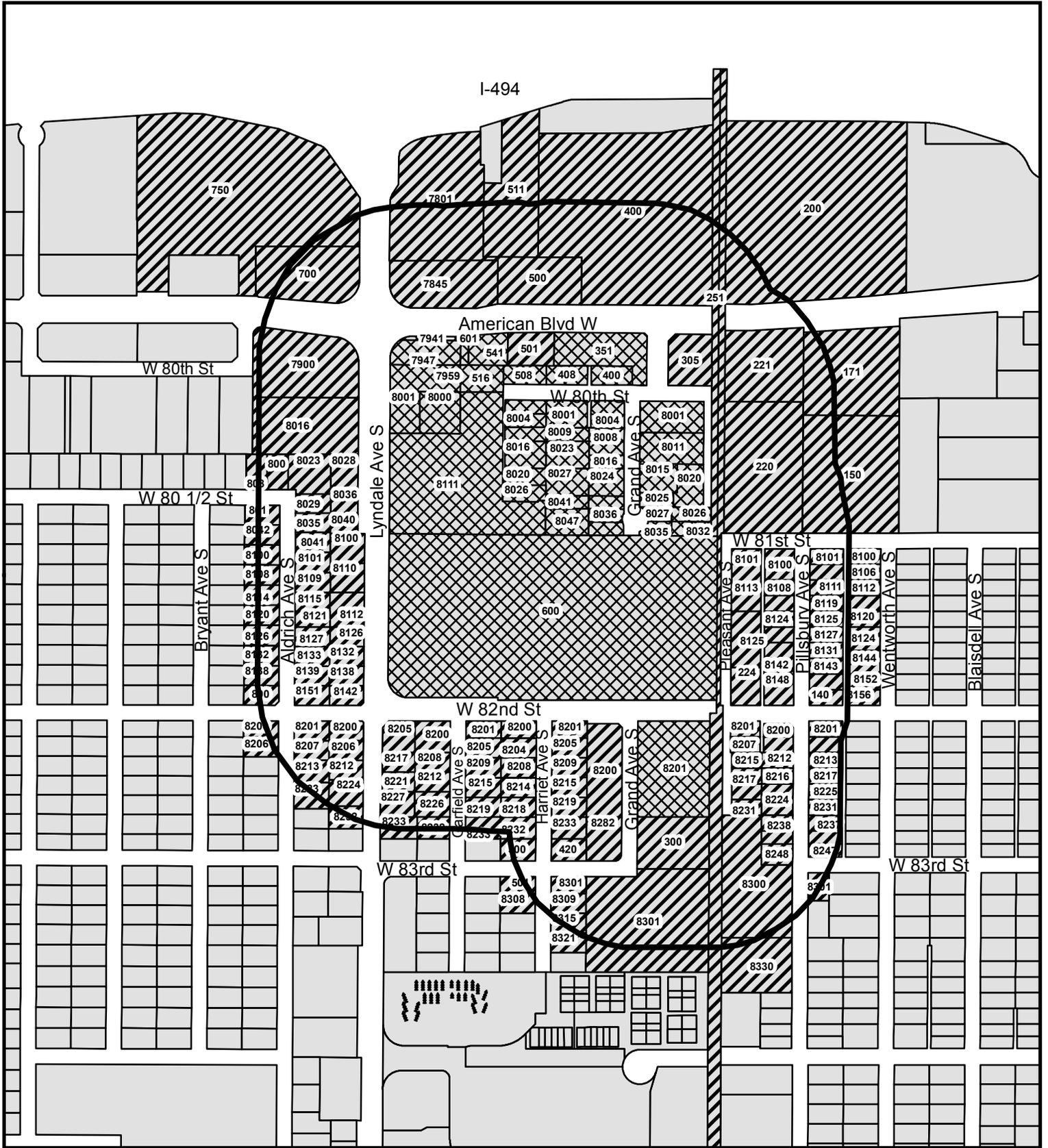
9) HDPE pipe connections into all concrete structures must be made with water tight materials utilizing an A-Lok or WaterStop gasket or boot, cast-in-place rubber boot, or approved equal. Where the alignment precludes the use of the above approved watertight methods, Conseal 231 WaterStop sealant, or approved equal will only be allowed as approved by the Engineer.

10) Submit a copy of Nine Mile Creek Watershed District permit and comments prior to issuance of City of Bloomington permits ([www.ninemilecreek.org](http://www.ninemilecreek.org))

**Utility Review Contact:** Jen Desrude at [jdesrude@BloomingtonMN.gov](mailto:jdesrude@BloomingtonMN.gov), (952) 563-4862

- 1) All of the public water and sanitary sewer utilities within the replat area must now become private utilities owned and maintained by Toro.
- 2) Toro must commit to connections, their 12” private water loop with the future 12” public loop when north campus is developed.
- 3) Provide a new 30ft and 60ft easement for a future public 12” watermain, located along the east edge of the existing infiltration basin to 30’ south of the existing public watermain in 81st St.
- 4) The infiltration basin at the end of the Grand Ave has taken off most of the cover on the existing 12” sewer in 1992. They now propose removing more cover. The line must be protected.
- 5) Locate and abandon the existing 1” water service at the corp in American Blvd. if this service will no longer be used.
- 6) Sewer Availability Charge (SAC) be satisfied. Contact the Met Council at 651-602-1378 for a SAC determination, which is required by the Metropolitan Council Environmental Services.
- 7) The abandonment shown on the plan does not appear to be in use but perhaps should be used as the new combined service. This would eliminate the need for the new service shown.
- 8) Per NFPA and City standards, the water service riser and meter must be located no more than 10’ from the outside wall where the service enters the building.
- 9) The building fire connection must be accessible to fire trucks and within 50’ of a hydrant.
- 10) City records indicate a cleanout on the existing sewer service (near the building). Repair records also indicate there may be some 4” pipe used for the service line.
- 11) Install an inspection MH on the sewer service and include an inside chimney seal.
- 12) Unused water services shall be properly abandoned (Sec. 11.15).

# City of Bloomington Notification Map



Notification Boundary

Applicant Properties

Notified Properties

N



Scale: 1"=500'

**CASE PL2016-108**

Plot Time: 06/24/2016 08:24:45

# AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA ) ss  
COUNTY OF HENNEPIN

Charlene Vold being duly sworn on an oath, states or affirms that he/she is the Publisher's Designated Agent of the newspaper(s) known as:

SC Bloomington

with the known office of issue being located in the county of:

HENNEPIN

with additional circulation in the counties of:  
HENNEPIN

and has full knowledge of the facts stated below:

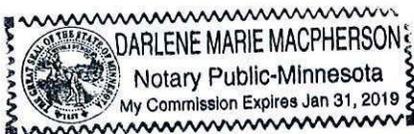
- (A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper as provided by Minn. Stat. §331A.02.
- (B) This Public Notice was printed and published in said newspaper(s) once each week, for 1 successive week(s); the first insertion being on 07/07/2016 and the last insertion being on 07/07/2016.

**MORTGAGE FORECLOSURE NOTICES**  
Pursuant to Minnesota Stat. §580.033 relating to the publication of mortgage foreclosure notices: The newspaper complies with the conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.

By: Charlene Vold  
Designated Agent

Subscribed and sworn to or affirmed before me on 07/07/2016 by Charlene Vold.

Darlene M MacPherson  
Notary Public



### Rate Information:

(1) Lowest classified rate paid by commercial users for comparable space:  
\$34.45 per column inch

Ad ID 568878

## CITY OF BLOOMINGTON NOTICE OF PUBLIC HEARING BY THE PLANNING COMMISSION

CASE FILE NUMBER:

PL2016-108

APPLICANT:

The Toro Company

PROPERTY ADDRESSES: 7941, 7947, 7959, 8001, and 8111 Lyndale Avenue; 600 West 82nd Street; 8000 Garfield Avenue; 351, 541, and 601 American Boulevard West; 400, 408, 508, and 516 West 80th Street; 8001, 8004, 8009, 8016, 8020, 8023, 8026, 8027, 8041, and 8047 Harriet Avenue; 8000, 8001, 8004, 8008, 8011, 8015, 8016, 8024, 8025, 8027, 8032, 8035, 8042, and 8201 Grand Avenue; 8020, 8026, and 8032 Pleasant Avenue

PROPOSAL: Rezone 351 American Boulevard from I-3, General Industrial, to I-3(PD), General Industrial(Planned Development); Rezone 508, 400, and 408 West 80th Street; 8000, 8001, 8004, 8010, 8016, and 8020 Harriet Avenue; 8000 and 8004 Grand Avenue from R-1, Single-Family Residential to I-3(PD), General Industrial(Planned Development); Preliminary and Final Plat of TORO 3RD ADDITION to combine all contiguous lots owned by The Toro Company into one lot; and Major Revision to the Preliminary and Final Development Plan for the Toro Corporate campus planned development

DATE, LOCATION, AND TIME OF HEARING:

07/21/2016, 6:05 p.m.

City Council Chambers -  
Bloomington City Hall

1800 West Old Shakopee Road

HOW YOU CAN PARTICIPATE:

(Please include Case File number above when corresponding)

1. Submit a letter to the address below expressing your views;
2. Attend the hearing and give testimony about the proposal; and/or
3. Contact the Planning Division using the information below.

FURTHER INFORMATION:

Mike Centinaria, Planner  
1800 West Old Shakopee Road  
Bloomington, MN 55431-3027  
Phone: 952-563-8921  
mcentinaria@BloomingtonMN.gov

Published in the  
Bloomington Sun Current  
July 7, 2016  
568878



July 13, 2016

MR. CHRIS BRINK  
RYAN COMPANIES  
50 SOUTH 10<sup>TH</sup> STREET, SUITE 300  
MINNEAPOLIS, MN 55403

RE: Case # PL2016-108  
Toro Campus Plan  
8015 GRAND AVE S, BLOOMINGTON, MN 55420  
8001 GRAND AVE S, BLOOMINGTON, MN 55420  
8011 GRAND AVE S, BLOOMINGTON, MN 55420  
351 AMERICAN BLVD W, BLOOMINGTON, MN 55420  
8111 LYNDALE AVE S, BLOOMINGTON, MN 55420

Dear Mr. Brink:

You are hereby notified of Bloomington's extension of the agency action period for your application for Rezone 351 American Boulevard from I-3, General Industry, to I-3(PD), General Industry(Planned Development); Rezone 508, 400, and 408 West 80th Street; 8000, 8001, 8004, 8010, 8016, and 8020 Harriet Avenue; 8000 and 8004 Grand Avenue from R-1, Single-Family Residential to I-3(PD), General Industry(Planned Development); Preliminary and Final Plat of TORO 3RD ADDITION to combine all contiguous lots owned by The Toro Company into one lot; and Major Revision to the Preliminary and Final Development Plan for the Toro Corporate campus planned development located, in part, at the addresses listed above.

The City received the above referenced application on June 15, 2016. The end of the initial 60 day period is therefore August 14, 2016. Due to significant revisions to the preliminary and final plat and preliminary and final development plan made after the submittal date, staff is recommending the Planning Commission continue its review of the application until August 4, 2016. Following Planning Commission review, the next available City Council public hearing would be September 12, 2016. Given the date of the City Council meeting, a time extension from 60 days to 120 days is necessary to complete the review process.

Through transmittal of this letter, the extended and now applicable agency action deadline is October 13, 2016.

The requirement for agency action time period extension is established by Minnesota Statutes, Section 15.99, Subdivision (3)(f) (copy attached). If you have any questions concerning this letter, please contact me at (952) 563-8921 or [mcentinario@BloomingtonMN.gov](mailto:mcentinario@BloomingtonMN.gov)

Sincerely,

A handwritten signature in black ink that reads "Mike Centinario".

Mike Centinario  
Planner

Minnesota Statutes  
**DEADLINE FOR AGENCY ACTION**

**15.99 Time Deadline For Agency Action.**

**Subdivision 1. Definitions.** (a) For purposes of this section, the following terms shall have the meanings given.

(b) "Agency" means a department, agency, board, commission, or other group in the executive branch of state government; a statutory or home rule charter city, county, town, or school district; any metropolitan agency or regional entity; and any other political subdivision of the state.

(c) "Request" means a written application related to zoning, septic systems, watershed district review, soil and water conservation district review, or the expansion of the metropolitan urban service area, for a permit, license, or other governmental approval of an action. A request must be submitted in writing to the agency on an application form provided by the agency, if one exists. The agency may reject as incomplete a request not on a form of the agency if the request does not include information required by the agency. A request not on a form of the agency must clearly identify on the first page the specific permit, license, or other governmental approval being sought. No request shall be deemed made if not in compliance with this paragraph.

(d) "Applicant" means a person submitting a request under this section. An applicant may designate a person to act on the applicant's behalf regarding a request under this section and any action taken by or notice given to the applicant's designee related to the request shall be deemed taken by or given to the applicant.

**Subd. 2. Deadline For Response.** (a) Except as otherwise provided in this section, Section 462.358, subdivision 3b, or 473.175, or chapter 505, and notwithstanding any other law to the contrary, an agency must approve or deny within 60 days a written request relating to zoning, septic systems, watershed district review, soil and water conservation district review, or expansion of the metropolitan urban service area for a permit, license, or other governmental approval of an action. Failure of an agency to deny a request within 60 days is approval of the request. If an agency denies the request, it must state in writing the reasons for the denial at the time that it denies the request.

(b) When a vote on a resolution or properly made motion to approve a request fails for any reason, the failure shall constitute a denial of the request provided that those voting against the motion state on the record the reasons why they oppose the request. A denial of a request because of a failure to approve a resolution or motion does not preclude an immediate submission of a same or similar request.

(c) Except as provided in paragraph (b), if an agency, other than a multimember governing body, denies the request, it must state in writing the reasons for the denial at the time that it denies the request. If a multimember governing body denies a request, it must state the reasons for denial on the record and provide the applicant in writing a statement of the reasons for the denial. If the written statement is not adopted at the same time as the denial, it must be adopted at the next meeting following the denial of the request but before the expiration of the time allowed for making a decision under this section. The written statement must be consistent with the reasons stated in the record at the time of the denial. The written statement must be provided to the applicant upon adoption.

**Subd. 3. Application; extensions.** (a) The time limit in subdivision 2 begins upon the agency's receipt of a written request containing all information required by law or by a previously adopted rule, ordinance, or policy of the agency, including the applicable application fee. If an agency receives a written request that does not contain all required information, the 60-day limit starts over only if the agency sends written notice within 15 business days or receipt of the request telling the requester what information is missing.

(b) If a request relating to zoning, septic systems, watershed district review, soil and water conservation district review, or expansion of the metropolitan urban service area requires the approval of more than one state agency in the executive branch, the 60-day period in subdivision 2 begins to run for all executive branch agencies

on the day a request containing all required information is received by one state agency. The agency receiving the request must forward copies to other state agencies whose approval is required.

(c) An agency response meets the 60-day time limit if the agency can document that the response was sent within 60 days of receipt of the written request. Failure to satisfy the conditions, if any, may be a basis to revoke or rescind the approval by the agency and will not give rise to a claim that the 60-day limit was not met.

(d) The time limit in subdivision 2 is extended if a state statute, federal law, or court order requires a process to occur before the agency acts on the request, and the time periods prescribed in the state statute, federal law, or court order make it impossible to act on the request within 60 days. In cases described in this paragraph, the deadline is extended to 60 days after completion of the last process required in the applicable statute, law, or order. Final approval of an agency receiving a request is not considered a process for purposes of this paragraph.

(e) The time limit in subdivision 2 is extended if: (1) a request submitted to a state agency requires prior approval of a federal agency; or (2) an application submitted to a city, county, town, school district, metropolitan or regional entity, or other political subdivision requires prior approval of a state or federal agency. In cases described in this paragraph, the deadline for agency action is extended to 60 days after the required prior approval is granted.

(f) An agency may extend the time limit in subdivision 2 before the end of the initial 60-day period by providing written notice of the extension to the applicant. The notification must state the reasons for the extension and its anticipated length, which may not exceed 60 days unless approved by the applicant.

(g) An applicant may by written notice to the agency request an extension of the time limit under this section.

History: 1995 c. 248 art. 18 s 1; 1996 c. 283 s 1; 2003 c. 41 s 1; 2006 c. 226 s 1; 2007 c. 57 art 1 s 11; 2007 c. 113 s 1

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Originator  
Community Development

Item  
**Draft Planning Commission synopses approval**

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Date  
8/4/2016

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Description

Consider approval of draft Planning Commission meeting synopses of 070716 and 072116.

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Requested Action

I move to approve the Planning Commission meeting synopses of 070716 as presented.  
I move to approve the Planning Commission meeting synopses of 072116 as presented.

---

Attachments:

Draft Planning Commission meeting synopsis of 070716  
Draft Planning Commission meeting synopsis of 072116



# PLANNING COMMISSION SYNOPSIS

Thursday, July 07, 2016

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**CALL TO ORDER**

Acting Chairperson Batterson called the Planning Commission meeting to order at 6:00 PM in the City Council Chambers of the Bloomington Civic Plaza.

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**COMMISSIONERS PRESENT:** Batterson, Bennett, Goodrum, Snyder, Swanson, Solberg

**COMMISSIONERS ABSENT:** One seat (Spiess) temporarily unfilled

**STAFF PRESENT:** Markegard, Centinario, O'Day

Acting Chairperson Batterson led the attendees in the reciting of *The Pledge of Allegiance*.

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**ITEM 1**  
6:02 p.m.

**CASE:** PL2016-94

**APPLICANT:** Jan and Michael Critchfield

**LOCATION:** 10808 Morris Avenue South

**REQUEST:** Recreational Vehicle Permit to park and store a 38 foot Class II RV on the driveway more than 8 feet in front of the dwelling and a waiver to the screening requirement

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**SPEAKING FOR THE APPLICANT:**

Mike Critchfield, 10808 Morris Avenue South

**PUBLIC HEARING DISCUSSION:**

O'Day presented information about the property. She explained the hearing process for Recreational Vehicle (RV) Permits. The applicant was unable to obtain written consent from the owner at 10817 Morris Avenue South. She provided background on the City Code classification of RVs, noncompliant locations for an RV and a waiver of screening. She said the vehicle is stored onsite from January to April and in September. She presented photos of a site visit. Access to the rear yard via both sides is impossible without trespassing onto neighboring properties. There is a code compliant location in front of the garage, although it limits access to one garage stall. Staff received a letter in support of the permit, which was distributed at the meeting. Staff is recommending approval of the Recreational Vehicle Permit.

Goodrum asked about the duration of storage of the RV on the property.

O'Day stated it is stored onsite from January to April and in September of every year.

Goodrum suggested including a condition to limit storage of the RV only during those months.

Critchfield corrected that the RV is stored onsite from May to August and October to December of every year in between travel to construction projects.

Goodrum asked if the applicant would be willing to comply with a condition limiting the storage of the RV during those months.

Critchfield confirmed.

The public hearing was closed via a motion.

Goodrum stated the RV is large and visible. He does not believe the applicant has a special circumstance and does not want to set a precedent. He will not be supportive of the permit.

Solberg said he supported the application because of the limited duration of storage on the property with the added condition limiting the months.

Bennett asked about the code complying location for the RV on the property.

O'Day stated a code complying location exists against the garage as it would extend less than 8 feet in front of the dwelling. However, the Code compliant location would limit access to a garage stall, therefore, staff believed the proposed location is the most reasonable location on the property.

Bennett commented there is a code complying location on the property. The RV is not well screened and is visible from other properties. Because of the limited months on the property, she will be supportive of the permit.

Goodrum gave a brief history of the recreational vehicle ordinance.

Bennett said she would vote to approve the permit if a condition was added to limit the months.

Snyder stated she is hesitant to limit the duration due to unforeseen circumstances.

Batterson said he is generally against unscreened vehicles in the front yard. Although, he liked the limiting months for storage on the property.

Bennett asked if there was language for the amended condition.

Batterson stated there is no prepared language for the amended condition.

Solberg asked for clarification on the months.

O'Day stated the trailer is gone from January to May and in September.

Batterson noted the trailer will be onsite from May to August and October to December.

Batterson stated the item will move to City Council on July 25<sup>th</sup>, 2016.

#### **ACTIONS OF THE COMMISSION:**

**M/Bennett, S/Goodrum:** To close the public hearing. Motion carried 6-0.

**M/Bennett, S/Solberg:** In Case PL2016-94, I move to recommend approval of a Recreational Vehicle Permit to park and store a 38 foot Class II RV on the driveway more than 8 feet in front of the dwelling and a waiver to the screening requirement at 10808 Morris Avenue South during the months of May to

August and October to December, subject to the conditions and Code requirements attached to the staff report.

Motion carried 5-1. Goodrum opposing.

**RECOMMENDED CONDITIONS TO THE CITY COUNCIL:**

The following conditions of approval are arranged according to when they must be satisfied. In addition to conditions of approval, the use and improvements must also comply with all applicable local, state, and federal codes. Codes to which the applicant should pay particular attention are included below.

1. Ongoing            The Recreational Vehicle Permit is valid only for the 38 foot Class II vehicle located as shown on the plans submitted in Case PL2016-94.
2. Ongoing            The recreational vehicle must be parked and stored on the existing driveway.
3. Ongoing            The storage of the recreational vehicle is limited to the months of May to August and October to December.

**ITEM 2**  
6:22 p.m.

<b>CASE:</b>	PL2016-53
<b>APPLICANT:</b>	Bary and Janet Ingebrigtsen
<b>LOCATION:</b>	1500 E 83 <sup>rd</sup> Street
<b>REQUEST:</b>	Recreational Vehicle Permit to park and store a 23 foot Class II RV nine feet from the property line adjacent to 15 <sup>th</sup> Avenue and a waiver to the screening requirement

**SPEAKING FOR THE APPLICANT:**

Bary Ingebrigtsen, 1500 E 83<sup>rd</sup> Street

**PUBLIC HEARING DISCUSSION:**

O'Day presented information about the subject property location. She explained the hearing process for Recreational Vehicle (RV) Permits. The applicant was unable to obtain written consent from the owner at 8242 Bloomington Avenue South. She provided a background on the City Code classification of RVs, noncompliant locations for an RV and a waiver of screening. The City Code's purpose and intent is to minimize the visual impact on adjacent properties and streets. The vehicle is located on the western edge of a U-shaped driveway. The applicant noted on the submitted plan that the RV is parked 20 feet from the property line along 15<sup>th</sup> Avenue. A site visit determined that the RV is actually stored nine feet from the property line along 15<sup>th</sup> Avenue. She presented photos from a site visit. There are other locations on the property along 15<sup>th</sup> Avenue, between the home and the garage, and on the driveway in front of the garage. Although, due to the lot's narrow width, the property is limited in regards to usable yard area. Other locations would impact sight lines from the public street. Since the 1990s, the U-shaped driveway was required to be 20 foot setback. Staff reviewed aerial images on file and it was unclear when the driveway was installed; therefore, the driveway is legally non-conforming. To reduce the visual impact of the RV from the street, staff is recommending the RV be moved closer to the home. The recommended location would be three feet from the edge of the RV to the home. Staff believes this is adequate to reduce the visual impact. Staff is recommending approval of the permit.

Solberg asked about staff's recommended location for the RV.

O'Day showed an image of the current RV location and showed the recommended location of the RV, approximately 3 feet from the home.

Batterson asked the following: is the RV stored on the U-shaped driveway? Does the driveway go from the garage to the home? Is the driveway and patio one contiguous surface?

O'Day confirmed.

Solberg asked if the RV placement will allow use of the U-shaped driveway and what is the yard between the home and the garage used for?

O'Day stated the recommended distance of 3 feet is adequate to move around the RV. She was unaware of the use between the garage and the home and suggested the applicant address the question.

Ingebrigtsen noted the RV parking surface is a slab attached to the driveway. The U-shaped driveway has never been used as a driveway but has been used for RV parking. The patio is connected to the parking slab and the driveway. He temporarily parked the RV at the recommended location three feet from the home and showed photos of the recommended location and current location from different

angles. The current location is 8 feet from the house. The owner who did not sign the consent form has never complained about the RV and the RV is not visible from his property.

Goodrum asked about the house window that faces the RV.

Ingebrigtsen stated it is their living room window and the RV is recommended to move closer to that window.

The public hearing was closed via a motion.

Goodrum noted he supported the permit because of the smaller size of the RV. He argued the applicant has placed the RV in a location that minimizes the impact of the neighborhood. The owner who did not sign the consent form cannot see the RV due to a privacy fence. The RV has been on the property for approximately 30 years through past approvals.

Swanson supported the permit but suggested to plant shrubs to minimize the impact of the RV.

Goodrum stated the distance between the RV and the house is tight but is agreeable to look at other options on the property.

Solberg stated 3 feet is too close to the house. ADA requirements typically require a 5 foot path for maneuvering.

Batterson noted the RV could be placed in other locations, however, it has been in this location for several years. He was not in favor of placing it closer to the house.

Batterson stated the item will move to City Council on July 25<sup>th</sup>, 2016.

#### **ACTIONS OF THE COMMISSION:**

**M/Goodrum, S/Bennett:** To close the public hearing. Motion carried 6-0.

**M/Goodrum, S/Swanson:** In Case PL2016-53, I move to recommend approval of a three-year Recreational Vehicle Permit to park and store a 23 foot Class II RV in a side yard adjoining 15<sup>th</sup> Avenue and a waiver to the screening requirement at 1500 East 83<sup>rd</sup> Street subject to the attached conditions of approval and add the following condition:

The vehicle remain in the current location and adding landscaping to further minimize the impact.  
Motion carried 6-0.

#### **RECOMMENDED CONDITIONS TO THE CITY COUNCIL:**

The following conditions of approval are arranged according to when they must be satisfied. In addition to conditions of approval, the use and improvements must also comply with all applicable local, state, and federal codes. Codes to which the applicant should pay particular attention are included below.

1. Prior to Permit Shrubs or other landscaping must be added between the RV and 15<sup>th</sup> Avenue.
1. Ongoing The Recreational Vehicle Permit is valid only for a 23 foot Class II vehicle centrally located between the house and garage and nine feet from the 15<sup>th</sup> Avenue property line.

**ITEM 3**  
6:40 p.m.

<b>CASE:</b>	PL2016-50
<b>APPLICANT:</b>	Joel Pietig
<b>LOCATION:</b>	8100 Pillsbury Avenue S
<b>REQUEST:</b>	Conditional Use Permit for outdoor storage as a primary use

**SPEAKING FOR THE APPLICANT:**

**SPEAKING FROM THE PUBLIC:**

**PUBLIC HEARING DISCUSSION:**

Centinario presented the location of the site and surrounding uses. Outdoor storage has existed on the site since the late 1990s through a series of temporary approvals. The application was originally submitted in February but the applicant requested a later Planning Commission meeting due to being out of state until the spring. The plans have undergone several revisions. Originally, they requested two variances for setbacks and a variance to remove the lighting requirement, but withdrew those requests as staff did not support them. Centinario depicted a photo of the site as it is today. There is an existing ten foot fence along Pillsbury Avenue. Per the submitted plan, the fence would be replaced with a new fence at the same height. There is a six foot fence along 81<sup>st</sup> Street through a condition of past approvals, but it is within the 20 foot required landscape yard. The proposal is to add a new ten foot tall fence 20 feet from the property line along 81<sup>st</sup> Street. The site plan noted “possible future ten foot high fence along alley if other entrances are created.” Staff does not support access along Pillsbury, therefore, the alley access is the most appropriate. The proposed landscaping would meet Code requirements. The applicant is proposing a two-phase improvement plan. Phase I would be completed by spring of 2017 and would include concrete curbing, ten foot fencing along Pillsbury and 81<sup>st</sup> Street, interior fencing, asphalt driveway and gates, lighting and landscaping. Staff is open to access on 81<sup>st</sup> Street subject to City Engineer review. Phase 2 would be completed by May 2018 and would include a stormwater management system and paved storage lot. Most components are Code compliant although, no screening is proposed along the southern property line. Currently, the building to the south is setback two feet from the applicant’s south property line. Staff is recommending a condition that requires a six foot fence five feet north of the south property line that runs the depth of the adjacent building.

Batterson asked staff to show the placement of the recommended 6 foot fence.

Centinario showed the two foot setback on the plan. There is a minimum five foot side yard setback which would create a seven foot gap in screening. Staff is recommending a six foot fence that extends approximately 40 feet from the building edge to the length of the neighboring building to screen the storage from the adjacent property.

Batterson asked if there would be a gap between the six foot fence and the adjacent building.

Centinario said there would be a gap of seven feet if the fence is constructed at a five foot setback.

Goodrum asked if the five foot side yard setback is required for a fence.

Centinario stated it is not a code requirement, although it is a preference of staff to have the screening fence set back from the property line. It is compliant for a six foot fence to be up to the property line.

Goodrum asked about the adjacent property.

Centinario stated they are not affiliated with the applicant.

Goodrum stated the applicant is responsible for maintaining the five foot gap.

Solberg asked about the setbacks for a six foot and ten foot fence.

Centinario said there is not a setback for a six foot fence. The preference is to maintain a side yard. Should the adjacent property be redeveloped, staff prefers to maintain screening.

Markegard stated there is a Code requirement for a five foot landscape yard with no storage and surface parking along a side property line. For outdoor storage lots, staff finds that if a landscape yard is provided inside a screening fence it tends to be used as additional storage, which is not Code compliant.

Snyder asked if the fence would be included around the building.

Centinario stated there are no buildings proposed with the application.

Goodrum asked if the Commission can make recommendations to require items that may go above and beyond strict Code requirements.

Centinario said a conditional use permit gives the City additional discretion. If it is appropriate, the Commission can require certain things via condition not explicitly required by Code.

Batterson noted there is a sliding gate along the north. Would that be built even without the approval of a driveway?

Centinario said the plan shows a bituminous driveway. The bituminous driveway would require City installation. But he is unsure of the applicant's intent if the driveway were not approved swinging gate.

Pietig said the plan shows the ten foot fence along Pillsbury going up to the property line. The adjacent building would not have room to maintain the building with a two foot gap between the fence and the building. The six foot tall fence would not have to be a privacy fence.

Centinario disagreed. When outdoor storage is visible from residential uses, a screening is generally required via condition.

Pietig said a screen would be unnecessary as the adjacent building has no windows on that side.

Centinario stated the fenced in storage shown on the plan would not provide full screening from residential as there is a five foot landscape yard required along the side. In essence, there is a seven foot gap. Therefore, the exterior storage would be visible at an angle from residential property to the east.

Pietig noted it makes sense to have a 10 foot fence to the property line so that it is screened all the way across the front.

Batterson asked if the proposal includes a six foot fence that is five feet setback from the south property line.

Centinario stated the proposal does not include any screening along the south property line. It is a recommended condition to incorporate screening along the south.

Pietig stated by code, the fence can go up to the property line. They would keep storage out of the five foot landscape yard. This is the first time he has heard about a restricted entrance on 81<sup>st</sup> Street. The property was approved with a fence 10 feet from the property line along 81<sup>st</sup> Street through the past interim use permit. He gave the reasoning why they withdrew the variance requests.

Centinario stated staff is not recommending a prohibition on the access along 81<sup>st</sup> Street. Rather, staff is recommending the City Engineer review the access further before it is approved. Centinario said they are not supportive on access along Pillsbury Avenue, but access along 81<sup>st</sup> Street is possible subject to further City review.

Pietig said they use the alley and the swinging gates. They foresee they will not use an entrance off 81<sup>st</sup> Street but would like to retain flexibility for the future.

The public hearing was closed via a motion.

Snyder stated her concern about the green space between the fence and the property line and lack of lighting.

Goodrum asked if it is necessary to have the watershed district permit before the phase 2 improvements? Is it possible to look at a stormwater management plan before a permit is pulled?

Centinario said before they pave the lot in Phase 2, they would be required to obtain approval from the Nine Mile Creek Watershed District. Any adjustments to the plan would have to be noted at the time of permit.

Goodrum said Condition #4 says “prior to permit”.

Centinario said the intent of the condition is to require stormwater improvements be approved by the watershed district before the applicant procures a parking lot permit.

Swanson noted the lighting plan should be required in terms of safety and security.

Batterson commented on Condition #14. Access from 81<sup>st</sup> Street may be a good idea if they are installing fencing and a swinging gate now. Access from Pillsbury Avenue is not feasible. Once a gate is built, gates will be used even if the intent is not to use it. He recommends adding language to strengthen that point.

Markegard suggested adding “no vehicle gate may be constructed” to Condition #12. The applicant may want a human pass-through to access the site.

Batterson said a fence to the property line with a two foot setback is a reasonable request to avoid creating a view corridor.

Markegard stated it is possible to include a modified wording regarding fencing with Condition #12.

Batterson stated the condition could read “...a six foot fence for 45 feet long at a five foot setback only required upon redevelopment of the property to the south.” The east fence, at ten feet high could go to the property line.

Solberg stated after staff explained setback requirements on the side for a landscape yard, he understands the difficulty. He is cautious about removing the requirement for a fence along the south

property line unless there is justification from the property owner to not use the space for storage. The fence along the south property line should extend the entire stretch of the parcel.

Batterson said the Commission has the ability to make recommended conditions and state the reasoning.

Solberg asked for clarification on how the north fence relates with the alley.

Centinario stated the applicant is proposing the north fence to be setback ten feet from the alley (the west property line). There is increased likelihood of damaging the fence if the fence abutted the west property line due to the alley access.

Goodrum asked what would happen with the seven foot gap. He foresees it will be used as storage. It is Code complying to have a six foot fence along the property line. If there was a required six foot fence along the property line, is it possible to bring the CUP back to reevaluate a ten foot fence if the site to the south ever redeveloped?

Markegard stated there is a concern from a legal perspective mandating that a conditional use permit be reviewed based on actions of a separate property owner.

Goodrum stated he would rather have a six foot fence on the property line to avoid using the interior as storage space.

Batterson made comments about the conditions that have been discussed by the Planning Commission as potentially being modified.

Markegard noted the commission's discussion about potential changes to condition #4 as well.

Goodrum made a motion recommending modified conditions: Condition #4 to read "prior to paving permit"; and Condition #12 to read "no vehicle gate on the east side but allowing for a six foot fence along the south property line."

Swanson asked if a change to Condition #4 was included in the motion.

Batterson confirmed it was.

Batterson stated the item will move to City Council on July 25<sup>th</sup>, 2016.

#### **ACTIONS OF THE COMMISSION:**

**M/Goodrum, S/Solberg:** To close the public hearing. Motion carried 6-0.

**M/Goodrum, S/Solberg:** In Case PL2016-50, having been able to make the required findings, I recommend the City Council adopt a resolution to approve the conditional use permit for outdoor storage as a primary use at 8100 Pillsbury Avenue South, subject to the conditions of approval and Code requirements attached in the meeting packet and amended conditions to read:  
Condition #4 to read "prior to paving permit"; and Condition #12 to read "no vehicle gate on the east side but allowing for a six foot fence along the south property line."  
Motion carried 6-0.

#### **RECOMMENDED CONDITIONS TO THE CITY COUNCIL:**

The following conditions of approval are arranged according to when they must be satisfied. In addition to conditions of approval, the use and improvements must also comply with all applicable local, state, and federal codes. Codes to which the applicant should pay particular attention are included below.

1. Prior to Permit Access, circulation and parking plans must be approved by the City Engineer.
2. Prior to Permit Parking lot and site security lighting plans must be revised to satisfy the requirements of Section 21.301.07 of the City Code.
3. Prior to Permit Storm Water Management Plan must be provided that demonstrates compliance with the City's Comprehensive Surface Water Management Plan. A maintenance plan must be signed by the property owners and must be filed of record with Hennepin County.
4. Prior to Permit A Nine Mile Creek Watershed District permit must be obtained and a copy submitted to the Engineering Division prior to the issuance of a parking lot permit for Phase 2 of the improvement plan.
5. Prior to Permit The Grading, Drainage, Utility, and Erosion Control plans must be approved by the City Engineer.
6. Prior to Permit Sewer Availability Charges (SAC) must be satisfied.
7. Prior to Permit An erosion control surety must be provided (16.05(b)).
8. Prior to Permit A National Pollutant Discharge Elimination System (NPDES) construction site permit and a Storm Water Pollution Prevention Plan (SWPPP) must be provided if greater than one acre is disturbed (State of MN and Federal regulation).
9. Prior to Permit Landscape plan must be approved by the Planning Manager and landscape surety filed (Sec 19.52).
10. Prior to Permit Plans must be revised to depict four Code compliant off-street parking spaces.
11. Prior to C/O Poured-in-place concrete curbs must be provided on the perimeter of parking lots and traffic islands (Sec 19.64).
12. Prior to C/O A screening fence must be installed and permanently maintained in good condition as follows: on the north side, at least ten feet in height and set back at least 20 feet from the property line; on the east side, at least ten feet in height and set back at least 20 feet from the property line with no vehicular gate; on the south side at least six feet in height.
13. Prior to C/O The developer must submit electronic utility as-builts to the Public Works Department prior to the issuance of the Certificate of Occupancy.
14. Prior to C/O Concrete curb must be reestablished along Pillsbury Avenue where curb cut exists. No future access from Pillsbury Avenue may be constructed. Any access from West 81st Street must be approved by the City Engineer.
15. Ongoing All loading and unloading must occur on site and off public streets.
16. Ongoing The applicant must follow the two-phase improvement plan approved in conjunction with Case PL2016-50. Failure to meet the approved phasing timeline will result in immediate and automatic revocation of the conditional use permit allowing exterior storage as a primary use at 8100 Pillsbury Avenue South.
17. Ongoing All construction stockpiling, staging, and parking must take place on-site and off adjacent public streets and public rights-of-way.
18. Ongoing Alterations to utilities must be at the developer's expense.
19. Ongoing All permitted storage must be maintained in a neat and orderly manner within the area as shown on the approved plans in Case PL2016-50. Storage of salvage, inoperable vehicles, refuse, and use of shipping or cargo containers, or similar receptacles for storage is prohibited.

**ITEM 4**  
7:32 p.m.

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**APPLICANT:** City of Bloomington

**REQUEST:** Consider approval of draft Planning Commission meeting synopsis of 061616

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**ACTIONS OF THE COMMISSION:**

**M/Bennett, S/Goodrum:** I move to recommend approval of the draft Planning Commission meeting synopsis of 6/16/16 as presented.  
Motion carried 3-0.

The meeting adjourned at 7:33 p.m.

**Prepared By:** EO **Reviewed By:** GM, MC, EO

**Approved By Planning Commission:** \_\_\_\_\_



# PLANNING COMMISSION SYNOPSIS

Thursday, July 21, 2016

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**CALL TO ORDER**

Acting Chairperson Batterson called the Planning Commission meeting to order at 6:00 PM in the City Council Chambers of the Bloomington Civic Plaza.

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**COMMISSIONERS PRESENT:** Batterson, Bennett, Goodrum, Snyder, Solberg, Swanson

**COMMISSIONERS ABSENT:** Spiess

**STAFF PRESENT:** Pease, O'Day

Acting Chairperson Batterson led the attendees in the reciting of *The Pledge of Allegiance*.

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**ITEM 1**

6:03 p.m.

**CASE:** PL2016-106

**APPLICANT:** Centerpoint Energy

**LOCATION:** 9407 Old Cedar Avenue

**REQUEST:** Conditional Use Permit and Final Site and Building Plans for a limited public utility facility (approximately 672 square foot gas regulator building with above ground gas piping and valves).

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**SPEAKING FOR THE APPLICANT:**

John Anderson, 700 W. Linden Avenue, Minneapolis, MN 55403

**PUBLIC HEARING DISCUSSION:**

Pease said the application involves relocating an existing above ground facility located in the right-of-way at Old Cedar Avenue and Old Shakopee Road. The proposed 670 square foot facility would be within a long-term easement at 9407 Old Cedar Avenue. The application is a final decision at Planning Commission subject to an appeal, although the City Council recently amended the code and wished to review all structures below the 760 foot elevation. Council has appealed the item to allow a review of the structure. It is important to treat the item as a final decision at Planning Commission. He showed the pipeline location between the street and the building. Proposals include a new driveway and removal of three trees and a shed. The pipeline equipment is painted black and is within a fully secured fenced area. Staff recommends year-round screening between the pipe and the street and asked the Commission for their input. The proposed landscape plan shows four trees and 84 perennial grasses. City Code requires 15 trees and 30 shrubs. The item will go to City Council as it will be appealed. Staff believes it meets the required findings and is recommending approval.

Solberg asked staff to clarify the 760 foot elevation, the proposed driveway and landscape standards.

Pease stated the Bluff Protection District was established to protect the aesthetic integrity of the bluff and to avoid erosion issues. The driveway will be asphalt and will require stormwater treatment. The landscape code requires screening for mechanical equipment and staff believes the landscaping requirement is adequate to require screening the pipeline.

Snyder asked if the gates will be locked and secured.

Pease said the gates will be secured.

Swanson asked the length of exposed pipe.

Pease estimated about 50 feet and suggested the applicant verify the length of the pipe.

Swanson asked about the frost footings.

Pease stated it is no different than a detached garage.

Swanson asked if the gas pipeline would be affected by frost heave.

Pease noted he must defer to the Building and Inspections Division for clarification.

John Anderson, Centerpoint Energy, said the pipeline is approximately 50 feet long. Centerpoint Energy specifically designed the building so the mains go under the footings without interfering with the footing. They have similar structures in Burnsville.

The public hearing was closed via a motion.

Goodrum agreed that landscaping is necessary to screen the pipeline. An evergreen shrub may be adequate to screen the pipe.

Swanson asked if a lighting plan is required.

Pease noted the Code requires a two footcandle at entrance doors. Staff has offered to review the lighting plan but since the project requires minimum lighting, it is not necessary. An inspection will verify the lighting compliance.

Pease said the item will move to the August 15<sup>th</sup> City Council meeting as a public hearing.

#### **ACTIONS OF THE COMMISSION:**

**M/Bennett, S/Goodrum:** To close the public hearing. Motion carried 6-0.

**M/Bennett, S/Swanson:** In Case PL2016-106, having been able to make the required findings, I move to adopt a resolution approving a Conditional Use Permit and Final Site and Building Plans for a limited public utility facility at 9407 Old Cedar Avenue South, subject to the conditions and Code requirements attached to the staff report.  
Motion carried 6-0.

## RECOMMENDED CONDITIONS TO THE CITY COUNCIL:

The following conditions of approval are arranged according to when they must be satisfied. In addition to conditions of approval, the use and improvements must also comply with all applicable local, state, and federal codes. Codes to which the applicant should pay particular attention are included below.

1. Prior to Permit A building permit for all required changes to accommodate the proposed use be obtained.
2. Prior to Permit The Grading, Drainage, Utility, and Erosion Control plans must be approved by the City Engineer.
3. Prior to Permit Storm Water Management Plan must be provided that demonstrates compliance with the City's Comprehensive Surface Water Management Plan. A maintenance plan must be signed by the property owners and must be filed of record with Hennepin County.
4. Prior to Permit Approval by the Lower Minnesota Watershed District must be provided.
5. Prior to Permit Sewer Availability Charges (SAC) must be satisfied.
6. Prior to Permit An erosion control surety must be provided (16.05(b)).
7. Prior to Permit Landscape plan must be approved by the Planning Manager and landscape surety must be filed (Sec 19.52).
8. Prior to Permit Exterior building materials must be approved by the Planning Manager (Sec. 19.63.08).
9. Prior to C/O The developer must submit electronic utility as-builts to the Public Works Department prior to the issuance of the Certificate of Occupancy.
10. Ongoing Building and site improvements are limited to those shown on the approved plans in Case File #PL201600106.
11. Ongoing Alterations to utilities must be at the developer's expense.
12. Ongoing Five foot high perimeter screening must be provided along the western and southern elevation of all exterior equipment as approved by the Planning Manager (Sec 19.52).
13. Ongoing Site security lighting must satisfy the requirements of Section 21.301.07 of the City Code.
14. Ongoing All construction stockpiling, staging, and parking must take place on-site and off adjacent public streets and public rights-of-way.
15. Ongoing All loading and unloading must occur on site and off public streets.
16. Ongoing The existing accessory building in the same location as the proposed improvements may not be erected in another location.

**ITEM 2**  
6:16 p.m.

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**CASE:** PL2016-108

**APPLICANT:** Toro Company

**LOCATION:** Various addresses

**REQUEST:** Rezone 351 American Boulevard from I-3, General Industry, to I-3(PD), General Industry(Planned Development); Rezone 508, 400, and 408 West 80th Street; 8000, 8001, 8004, 8010, 8016, and 8020 Harriet Avenue; 8000 and 8004 Grand Avenue from R-1, Single-Family Residential to I-3(PD), General Industry(Planned Development); Preliminary and Final Plat of TORO 3RD ADDITION to combine all contiguous lots owned by The Toro Company into one lot; and Major Revision to the Preliminary and Final Development Plan for the Toro Corporate campus planned development

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**PUBLIC HEARING DISCUSSION:**

Pease said the applicant made plan changes after the staff report was prepared. To allow time for staff to review the changes, the applicant and staff request the continuance to the August 4<sup>th</sup> Planning Commission meeting.

**ACTIONS OF THE COMMISSION:**

**M/Solberg, S/Snyder:** I move to continue the item to the August 4<sup>th</sup> Planning Commission meeting.  
Motion carried 6-0.

The meeting adjourned at 6:17 p.m.

**Prepared By:** EO **Reviewed By:** LP

**Approved By Planning Commission:** \_\_\_\_\_