PLANNING COMMISSION MEETING
THURSDAY, SEPTEMBER 18, 2025
(IN PERSON AND VIA WEBEX)
BLOOMINGTON CIVIC PLAZA – CITY COUNCIL CHAMBERS
1800 WEST OLD SHAKOPEE RD.
BLOOMINGTON, MN 55431
6:00 PM

This meeting will be held in person and electronically via Webex. Some Planning Commission members, testifiers, and presenters may participate electronically as permitted by Minnesota Statutes. Members of the public may participate in person or electronically. Directions are provided below.

To watch or listen to the meeting or to provide testimony:

1. Attend in person
2. Watch BTV (Comcast channels 859 or 14)
3. Watch online at blm.mn/btv-live or the City's YouTube Channel: blm.mn/youtube
4. Participate via phone (testimony for public hearings only) by dialing 1-415-655-0001. Enter the access code: 2865 520 3880 and the password: 7526#. Press *3 to "raise your hand" to indicate a desire to speak; your line will remain muted until it is your turn. When it is your turn to speak, the meeting operator will call on you by the first six digits of your phone number and will unmute your line. Listen for notification that your line has been unmuted and state your name before speaking. (Note: long-distance call. Consider calling methods to reduce or eliminate long distance charges.)

To aid in the smooth running of the meeting, the City recommends pre-registration for remote testimony for public hearing items: e-mail Planning@BloomingtonMN.gov or call 952-563-8920 any time prior to 4:30 p.m. on the date of the meeting to register and receive instruction.

ITEM 1 (public hearing)	Case #PL2025-113 City of Bloomington City Fleet Maintenance Facility – FSBP - 1800 West 96th Street Presenter: Emily Hestbech
ITEM 2 (public hearing)	Case #PL2025-108 City of Bloomington Normandale Lake District Plan Amendment Presenter: Dakota Kastenday
ITEM 3 (study item)	City of Bloomington I-494 Project 2 Update and Municipal Consent Request Information Presenters: Amy Marohn and Andrew Lutaya
ITEM 4 (study item)	Case #PL2025-114 City of Bloomington Miscellaneous Issues Ordinances 2025 Presenter: Emily Hestbech
ITEM 5 (study item)	City of Bloomington Consider approval of 8/28/25 Planning Commission meeting synopsis
ITEM 6 (study item)	City of Bloomington Planning Commission Policy and Issues Update

BloomingtonMN.gov: A yearly meeting schedule, agendas, and the official minutes once approved are available. If you require a reasonable accommodation, please call 952-563-8733 (MN Relay 711) as soon as possible, but no later than 9:00 a.m. one business day before the meeting day.

CITY OF
BLOOMINGTON
MINNESOTA

Planning Commission Item

Originator	Item
Planning	**1.1 City Fleet Maintenance Facility - FSBP - 1800 West 96th Street.**
Agenda Section Item 1	Date September 18, 2025

Requested Action:

Staff recommends approval through the following motion:

In Case #PL2025-113, having been able to make the required findings, I move to approve Final Site and Building Plans to construct an approximately 40,000 square-foot City fleet maintenance facility located at 1800 West 96th Street, subject to the conditions and Code requirements attached to the staff report.

Item presented by: Emily Hestbech, Planner

Description:

Final Site and Building Plans to construct an approximately 40,000 square-foot City fleet maintenance facility located at 1800 West 96th Street.

Attachments:

Staff Report
Conditions
Project Description
Plans
DRC Comment Summary
Affidavit of Publication
Notification Map and Mailing Labels

GENERAL INFORMATION

Applicant:	City of Bloomington
Location:	1800 W. 96th Street
Request:	Final Site and Building Plans to construct an approximately 40,000 square-foot City fleet maintenance facility located at 1800 West 96th Street.
Existing Land Use and Zoning:	Salt storage and office/warehouse; zoned Limited Industry (I-2)
Surrounding Land Use and Zoning:	North – Warehouse; zoned I-2 East – Office/Warehouse; zoned I-2 South – Office/Warehouse; zoned I-2 West – Warehouse; zoned I-2
Comprehensive Plan Designation:	Industrial and Public

HISTORY

City Council Action:	07/07/03 – Approved final site and building plans for a salt storage facility at 1800 W 96th St (Case 05693A-03).
City Council Action:	09/30/24 – Approved Type I Preliminary and Final Plat to combine two existing industrial lots into one industrial lot at 1750 and 1800 W 96th St (Case PL2024-155).

CHRONOLOGY

Planning Commission	09/18/2025	Public hearing scheduled

DEADLINE FOR AGENCY ACTION

Application Date:	08/01/2025
60 Days:	09/30/2025
Extension Letter Mailed:	No
120 Days:	11/29/2025
Applicable Deadline:	**09/30/2025**

STAFF CONTACT

Emily Hestbech, Planner
Phone: (952) 563-4507
E-mail: ehestbech@BloomingtonMN.gov

PROPOSAL

In 2024, the City of Bloomington completed a Type I Plat for the properties located at 1750 and 1800 W 96th Street, consolidating them into a single parcel. On the newly combined site, 1800 W. 96th Street, the City is proposing the construction of a 39,263-square-foot fleet maintenance garage. The proposed facility will include 17 work bays, an administrative office area, and a covered outdoor break area. The building is planned for year-round use, operating Monday through Friday from 6:30 a.m. to 5:30 p.m. The project is proposed to start construction in spring 2026, and finish in spring 2027.

ANALYSIS

Land Use

The existing land use designations for the property are Industrial and Public. The Industrial designation is intended to accommodate manufacturing, warehousing, and related activities, while the Public designation is intended to reserve land for public uses such as municipal facilities. The property is currently zoned I-2 Limited Industry, which is intended to support industrial development and uses that require flexible floor space.

Code Compliance

The proposed development complies with most City Code requirements. Table 1 provides a Code analysis of items that meet or exceed City Code. Table 2 identifies any deviations requested.

Table 1: City Code Analysis – Regulations in compliance

Standard	Code Required	Provided
Site area (min.) (Sec. 21.301.01)	80,000 square feet	156,484 square feet
Minimum site width (Sec. 21.301.01)	NA	NA
Structure setbacks (min.) (Sec. 21.301.02)	30 feet (front) 25 feet (rear) 25 feet (side)	72 feet (front) 115 feet (rear) Minimum 52 feet (side)

Standard	Code Required	Provided
Structure setback from residential (Sec. 21.301.02)	100 feet	Approx. 1,400 feet
Parking setback (rear and side yard) (Sec. 21.301.06)	5 feet	15-foot rear 25-foot side
Impervious surface coverage (max.) (Sec. 21.301.01)	NA	NA
Floor area ratio (Sec. 21.301.01)	1.0 Maximum	0.25
Building size (min.) (Sec. 21.301.01)	10,000 square feet	39,263 square feet
Building height (max.) (Sec. 21.301.10)	80 feet	46 feet
Parking stall size (min.) (Sec. 21.301.06)	9 feet by 18 feet	9 feet by 18 feet
Drive aisle width (Sec. 21.301.06)	24 feet	Minimum 35 feet
Landscaping (min.) (Sec. 21.301.15)	63 Trees 157 Shrubs	63 Trees 160 Shrubs

Table 2: City Code Analysis – Regulations requiring amendments or flexibility

Standard	Code Required	Provided
Parking spaces required (min.) (Sec. 21.301.06)	78 spaces	63 spaces – Proof of Parking proposed
Parking setbacks (min.) (along street) (Sec. 21.301.06)	20 feet	12.5 feet – revision required

Building Design

The building's exterior is primarily composed of precast concrete panels, with additional architectural elements including aluminum metal panels and translucent wall paneling. A patio trellis will be provided to create a designated outdoor break area for staff. Rooftop mechanical equipment will be screened using perforated materials, blocking visibility from adjacent streets and sidewalks, although staff would need to review additional information regarding the perforated panels to ensure they provide opaque screening.

Access, Circulation, and Parking

There are currently four driveways providing access to the public street (W 96th St). The Engineering Department has recommended reducing this number to two or three. Additionally, the existing driveway openings exceed typical widths. It has been requested that the openings be reduced in size or that justification be provided for their current dimensions before permit issuance.

A condition included in the staff report requires the installation of parking islands at the end of each parking row. These islands must be constructed to a length three feet shorter than the adjacent parking stalls and will be required prior to the issuance of a parking lot permit or broader building permit for the project.

Perimeter screening of the parking lot is not required, as the property is not adjacent to any residentially zoned, guided, or used properties.

The applicant is currently proposing 63 parking spaces, whereas 79 spaces are required by code, as outlined in Table 3. To address this shortfall, the applicant will need to provide proof of parking for the remaining spaces. In accordance with City Code Section 21.301.06(e)(1), the Planning Commission has the authority to approve a reduction in the required number of parking spaces if the applicant can demonstrate a reduced need and identify areas reserved for future parking, should it become necessary. A site plan showing the required number of spaces that can be placed on site must be submitted and filed with the records for the property. Additionally, the City has the right to request a parking study prepared by an independent traffic engineering professional. Staff does not believe a study is necessary in this case, as the site is adjacent to the City's Public Works facility where additional parking supply is available. The fleet maintenance facility has lower parking demand than a commercial motor vehicle repair business.

Two locations identified in the Civil Plan could accommodate additional parking. If the site layout were shifted slightly eastward, the area on the west side of the building could provide approximately 16 spaces. Additionally, expanding the existing parking along the east side of the lot could yield 3 more spaces. Combined, these adjustments would enable the applicant to meet the full requirement of 79 parking spaces are required by code. While additional opportunities for off-street parking demonstrate compliance, staff is confident that the parking supply proposed is adequate to serve the facility.

Table 3: City Code Required Parking Analysis

Use	Code requirement	Unit or number	Required
Office	1 space per 285 square feet	4,518 square feet	15.9
Vehicle Repair	1 space per 300 square feet of gross floor area excluding service bays	4,437 square feet	14.8
Major Vehicle Repair	3 spaces per service bay	14 service bays	42
Minor Vehicle Repair	2 spaces per service bay	3 service bays	6
		Parking Required	79
		Parking Provided	45

Landscaping, Screening and Lighting

The proposed landscaping plan meets most applicable requirements, which include a minimum of one tree per 2,500 square feet and one shrub per 1,000 square feet of developable landscaped area. For parking lots with more than 50 spaces, each parking island must contain at least one

tree. Compliance with this standard will be required prior to issuance of the parking lot permit, and the landscaping plan must be revised to clearly indicate trees within the parking lot islands.

The Civil Plans do not currently show the full 20-foot landscaping yard required along W. 96th Street. To comply with this requirement, the proposed surmountable curbs will need to be pushed back approximately seven feet, and the area may not be paved with concrete. Additional landscaping must be installed between the sidewalk and parking areas within the minimum 20-foot landscape yard. A condition has been included in the staff report requiring that this correction be made prior to permit issuance.

As the property is zoned for industrial use, is not associated with food handling, and is not located within 300 feet of a residential property or residential zoning district, outdoor storage of trash and recycling is permitted. However, trash and recycling containers must be fully screened within an enclosed structure that utilizes building materials consistent with the primary structure. An enclosure gate is not currently shown on the site plans and will be required prior to permit issuance.

The submitted lighting plan does not meet the required minimum of 1.5 foot-candles across the parking area. For the outer perimeter of the lot, the standard is reduced to a minimum of 0.75 foot-candles. Additionally, a minimum of 7.0 foot-candles is required at all primary entrances and exits. A condition has been added to the staff report to ensure compliance with these lighting standards prior to permit issuance.

Stormwater Management

Stormwater must 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 has not yet been provided but will need to meet the requirements in the City of Bloomington Comprehensive Surface Water Management Plan. A maintenance plan has not yet been provided and will be required to be signed and filed at Hennepin County. This site is located within the Nine Mile Creek Watershed District, so an additional permit will be required.

Utilities

The subject property is served by City sanitary sewer and water service. The City Engineer must approve utility plans prior to issuing grading or other building permits. A combined domestic/fire service connection to the building will be required. Finally, the proposed building must have adequate fire hydrant coverage.

Traffic Analysis

No significant impacts to the adjacent traffic patterns due to the proposed building have been identified.

Fire Prevention and Public Safety

The access and circulation design must meet or exceed the minimum standards for Fire Prevention and be maintained in accordance with the approved plan, including a surface to provide all-weather driving capabilities. Apparatus access roads must be asphalt or concrete and support a minimum of 80,000 pounds.

The applicant proposes adequate water supply with a hydrant within 50 feet of the fire department connection and within 150 feet of any exterior wall. Hydrants will be approved by the Utilities and Fire Prevention Divisions. A looped water supply feeding a single, combined water service into the building is required for the domestic and sprinkler system water demand.

The building must be addressed plainly and visible from the street or road using numbers contrasting with the background.

OUTREACH

Outreach/Notification

- Newspaper Notice (10-day notice – 09/04/25 Sun Current)
- Mailed Notice (10-day notice – 500-foot buffer)
- Public Hearing Notice Online
- E-Subscribe Group Notification
- Inclusion on Development Map
- Signs on Site

FINDINGS

Required Final Site and Building Plan Findings - Section 21.501.01(d)(1-4):

Required Finding	Finding Outcome/Discussion
(1) The proposed development is not in conflict with the Comprehensive Plan.	**Finding Made –** The subject property's Comprehensive Plan designation is Public and Industrial, which includes uses for municipal buildings as well as manufacturing and warehousing. A City fleet maintenance facility is not in conflict with the Comprehensive Plan.
(2) The proposed development is not in conflict with any adopted district plan for the area.	**Finding Made –** The proposed development is not located within an adopted District Plan area.

Required Finding	Finding Outcome/Discussion
(3) The proposed development is not in conflict with city code provisions.	**Finding Made –** Subject to the conditions listed in the staff report, the proposed development is not in conflict with City Code provisions.
(4) The proposed development will not be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare.	**Finding Made –** The proposed development is located adjacent to the City's Public Works facility in an industrial area. It is not anticipated to be injurious to the surrounding neighborhood or otherwise harm the public health, safety and welfare.

RECOMMENDATION

Note the Planning Commission has final approval authority on this Final Site and Building Plans application unless an appeal to the City Council is received by 4:30 p.m. on September 23rd.

Staff recommends approval through the following motion:

In Case #PL2025-113, having been able to make the required findings, I move to approve Final Site and Building Plans to construct an approximately 40,000 square-foot City fleet maintenance facility located at 1800 W. 96th Street, subject to the conditions and Code requirements attached to the staff report.

RECOMMENDED CONDITIONS OF APPROVAL

Case PL202500113

Project Description: Final Site and Building Plans to construct an approximately 40,000 square-foot City fleet maintenance facility located at 1800 West 96th Street.

Address: 1800 W 96TH ST

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	Sewer Availability Charges (SAC) must be satisfied.
2.	Prior to Permit	Parking lot and site security lighting plans must satisfy the minimum requirements. See §21.301.07.
3.	Prior to Permit	Landscape plan must be approved by the Planning Manager (see § 21.301.15).
4.	Prior to Permit	All trash and recyclable materials must be stored inside a fully enclosed building matching the building materials of the primary buidling. See §21.301.17
5.	Prior to Permit	A proof of parking plan must be approved by the Planning Manager.
6.	Prior to Permit	Parking islands must be shown on plans at the end of each row of parking.
7.	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.
8.	Prior to Permit	A Nine Mile Creek Watershed District permit must be obtained and a copy submitted to the Engineering Division.
9.	Prior to Permit	A landscaping yard of 20 feet along W. 96 St is required.
10.	Prior to Permit	Access, circulation and parking plans must be approved by the City Engineer.
11.	Prior to Permit	All rooftop equipment must be fully screened. See §21.301.18
12.	Prior to C/O	Prior to occupancy, life safety requirements must be reviewed and approved by the Fire Marshal.
13.	Ongoing	Site and building improvements are limited to as shown on the approved plans in Case File #PL2025-113.
14.	Ongoing	Signs require a separate sign permit and must be in compliance with the requirements of Chapter 21, Division D of the City Code.
15.	Ongoing	All construction related loading, unloading, staging, and parking must occur on-site and off public streets unless otherwise approved by the City Engineer.

CITY OF BLOOMINGTON - FLEET REPAIR FACILITY

CITY OF BLOOMINGTON PLANNING COMMISSION PARKING REVIEW

OWNER:

CITY OF BLOOMINGTON
1801 West Old Shakopee Road
Bloomington, MN 55431-3027
dwilliams@bloomingtonmn.gov
952-563-8700

ARCHITECT:

JLG Architects
Attn. Mike Schellin
710 S. Second Street, 8th floor
Minneapolis, MN 55401
MSchellin@jlgarchitects.com
612-746-4260

JLG Project Number: 22263.01

Project Narrative:

Timeline:

- Abatement – ASAP Building: January 2026.
- ASAP Building Deconstruction: February 2026
- Existing Salt Shed deconstruction: Spring 2026
- Fleet Maintenance Building:
  - Spring 2026 construction start, Spring 2027 project completion.

1. **Fleet Maintenance Building: (See enclosed floor plan)**

A. Building Use

Name	Area	Function of space
Office	454 SF	Business
Conference	261 SF	Assembly
Waiting	541 SF	Assembly
Reception	112 SF	Business
Work Room	102 SF	Business
I.T.	88 SF	Accessory
Custodial	73 SF	Equipment room
Open Office	224 SF	Business
Wellness	97 SF	Business
Staff Storage	780 SF	Business
Lunch room	658 SF	Assembly
Training	769 SF	Assembly
Tool Crib	785 SF	Storage
Inventory	2,567 SF	Storage
Heavy Duty Bays	14,413 SF	Business
Flex Bay	1,417 SF	Business
Light Duty Bay	4,342 SF	Business
Sprinkler Riser	213 SF	Accessory
Paint Room	264 SF	Accessory
Oil Storage	608 SF	Storage
Work Bay	4,584 SF	Business

B. **Hours of Operation:** Building will be used year-round from 6:30 a.m. to 5:30 p.m. Monday through Friday.

C. **Building Description:** The primary exterior building material for the Fleet Maintenance Facility is a precast concrete panel wall system with a board form liner. The office portion is wrapped with a translucent wall panel at the exterior. This allows direct, indirect and diffused daylighting to enter the conference and office spaces creating employee wellness that visually connects to nature. The exterior door and windows are constructed of clear anodized aluminum material which gives these systems durability in our harsh environment. A covered patio located adjacent to the lunchroom provides direct access to nature when any employee needs it. The robust building appears earth-like, with moments of translucence and recollection.

Parking Description: (See enclosed parking plan)

Fleet Repair Facility parking counts

Parking Totals	# of spaces
New Accessible	2
New EV charging	4
New Public Works parking	53
Total	**59**

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

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E201B	FIRST FLOOR POWER PLAN - AREA B			
E202	MEZZANINE POWER PLANS			
E203B	ELECTRICAL ROOF PLAN - AREA B			
E301A	FIRST FLOOR SYSTEMS PLAN - AREA A			
E301B	FIRST FLOOR SYSTEMS PLAN - AREA B			
E302	MEZZANINE SYSTEMS PLANS			
E401	ELECTRICAL DETAILS			
E402	ELECTRICAL DETAILS			
E501	ELECTRICAL RISER DIAGRAM			
E601	LIGHT FIXTURE SCHEDULE & DETAILS			
E602	MOTOR SCHEDULE			
E701	PANEL SCHEDULES			
E702	PANEL SCHEDULES			
E703	PANEL SCHEDULES			
E704	PANEL SCHEDULES			
E705	PANEL SCHEDULES			
MEP001	MEP SITE PLAN			
SP001	ELECTRICAL SITE PHOTOMETRIC PLAN - INITIAL			
SP002	ELECTRICAL SITE PHOTOMETRIC PLAN - MAINTAINED			
SP003	ELECTRICAL SITE LIGHTING CUTSHEETS			
SP004	ELECTRICAL SITE LIGHTING CUTSHEETS Copy 1			
ARCHITECTURAL				
A420X	VERTICAL CIRCULATION			
A603	FINISH DETAILS			
A801A	MAIN FLOOR FFE & STRIPING PLAN - AREA A			
A801B	MAIN FLOOR FFE & STRIPING PLAN - AREA B			

JLG architects

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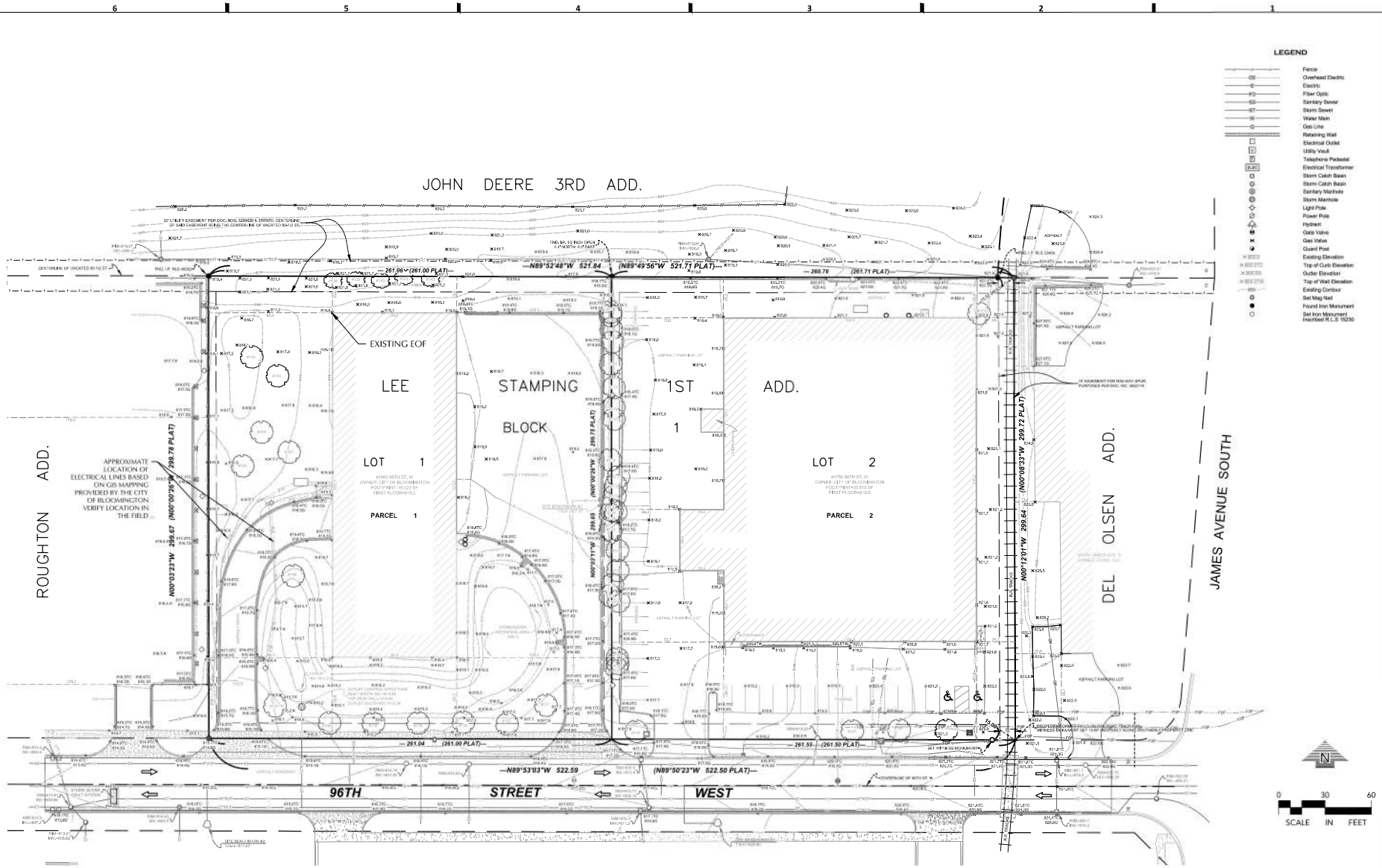

NOTE:
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REVISION SCHEDULE

NO.	DESCRIPTION	DATE

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

B

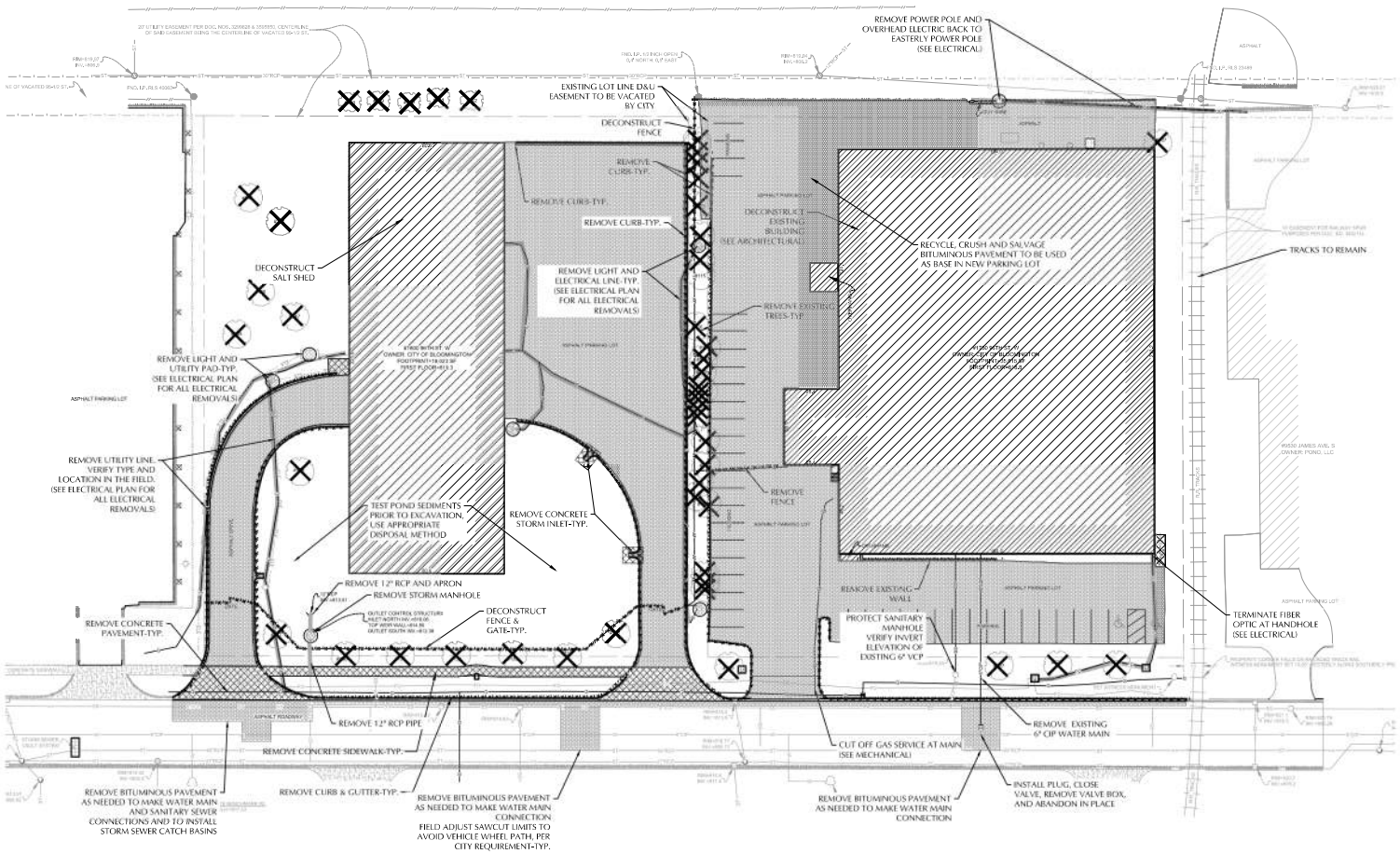
DATE 09/04/2025

PHASE CONSTRUCTION DOCUMENTS

PROJECT 22263.01

SHEET C1-1
EXISTING CONDITIONS

01 January, 2000



DECONSTRUCTION LEGEND

- DECONSTRUCT EXISTING BUILDING
- RECLAIM EXISTING BITUMINOUS PAVING
- REMOVE EXISTING CONCRETE PAVING, SIDEWALKS, ETC.
- MILL AND OVERLAY EXISTING PARKING LOT
- REMOVE EXISTING GRAVEL PAVEMENT
- REMOVE EXISTING TREES/WOODS
- REMOVE EXISTING CURB & GUTTER, RETAINING WALLS, FENCE, ETC.
- REMOVE EXISTING UTILITIES
- REMOVE EXISTING MANHOLES, POWER POLES, LIGHT POLES, BOLLARDS, PARKING METERS, SIGNS, ETC.
- REMOVE EXISTING TREES
- TREE PROTECTION FENCE

SITE DEMOLITION NOTES

1. CONTRACTOR SHALL REMOVE AND/OR RELOCATE EXISTING PRIVATE UTILITIES AS NECESSARY. CONTRACTOR TO COORDINATE ACTIVITIES WITH UTILITY COMPANIES & OWNER.
2. CLEAR AND GRUB AND REMOVE ALL TREES NOTED FOR REMOVAL, VEGETATION AND SITE DEBRIS WITHIN CONSTRUCTION LIMITS PRIOR TO GRADING. STRIP TOP SOIL AND STOCKPILE ON-SITE. ALL REMOVED MATERIAL SHALL BE HAULED FROM THE SITE DAILY. ALL CLEARING AND GRUBBING AND REMOVALS SHALL BE PERFORMED PER THE CONTRACT SPECIFICATIONS. EROSION CONTROL MEASURES SHALL BE IMMEDIATELY ESTABLISHED UPON REMOVAL. SEE THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) / GRADING & EROSION CONTROL PLAN.
3. CONTRACTOR SHALL PROTECT SURFACE AND SUBSURFACE FEATURES NOT NOTED FOR REMOVAL. CONTRACTOR TO NOTIFY ENGINEER WITH ANY CONFLICTS OR PLAN DISCREPANCIES.
4. CONTRACTOR TO SCHEDULE PRE-CONSTRUCTION MEETING(S) WITH UTILITY OWNER(S) TO DISCUSS DISCONNECTIONS AND/OR RELOCATIONS.
5. REFER TO TREE INVENTORY, TREE PRESERVATION, AND TREE REPLACEMENT PLAN FOR REMOVAL AND REPLACEMENT OF ON SITE TREES.
6. CONTRACTOR TO VERIFY LOCATION OF SEPTIC FIELD(S) & WELL(S) ON SITE. COORDINATE REMOVALS AND/OR ABANDONMENT WITH THE APPLICABLE GOVERNING AGENCIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING APPLICABLE PERMITS. WELLS ON THE PROPERTY SHALL BE SEALED BY A MINNESOTA DEPARTMENT OF HEALTH (MDH) LICENSED CONTRACTOR.
7. BITUMINOUS PAVEMENT REMOVALS ARE TO BE MADE TO A VERTICAL SAW CUT OR TO A NEAT MILLED EDGE.
8. CONCRETE PAVEMENT, SIDEWALK, CURB & GUTTER AND OTHER POURED CONCRETE ITEMS ARE TO BE REMOVED TO AN EXISTING EXPANSION OR CONTRACTION JOINT. SAW CUT AS NECESSARY FOR A NEAT EDGE OF REMOVAL.
9. ANY DAMAGE TO ITEMS NOT NOTED TO BE REMOVED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED OR REPLACED TO ORIGINAL CONDITION WITH NO ADDITIONAL COMPENSATION.
10. CONTRACTOR SHALL COORDINATE ALL WORK WITHIN THE PUBLIC RIGHT OF WAY WITH THE APPLICABLE GOVERNING AGENCIES. ALL WORK SHALL BE PERFORMED PER THE REQUIREMENTS OF THE APPLICABLE GOVERNING AGENCIES.
11. CONTRACTOR TO COORDINATE ALL WORK WITHIN THE ADJACENT PROPERTIES WITH THE OWNER AND ADJACENT PROPERTY OWNER.
12. CONTRACTOR TO COORDINATE DEMOLITION PHASING WITH ALL DISCIPLINES INCLUDING BUT NOT LIMITED TO ARCHITECTURAL, STRUCTURAL, ELECTRICAL, MECHANICAL, & OWNER.
13. REFER TO THE GEOTECHNICAL REPORT PREPARED BY CHOSEN VALLEY TESTING, DATED JANUARY 13, 2025, FOR INFORMATION INCLUDING BUT NOT LIMITED TO GROUNDWATER CONDITIONS AND RECOMMENDATIONS FOR EXCAVATION DEWATERING.
14. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER FOR ANY REPAIRS TO THE IRRIGATION SYSTEM THAT IS AFFECTED DURING CONSTRUCTION.
15. TEST POND SEDIMENTS PRIOR TO EXCAVATION, USE APPROPRIATE DISPOSAL METHOD.

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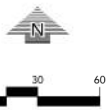

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REVISION SCHEDULE

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CITY OF BLOOMINGTON
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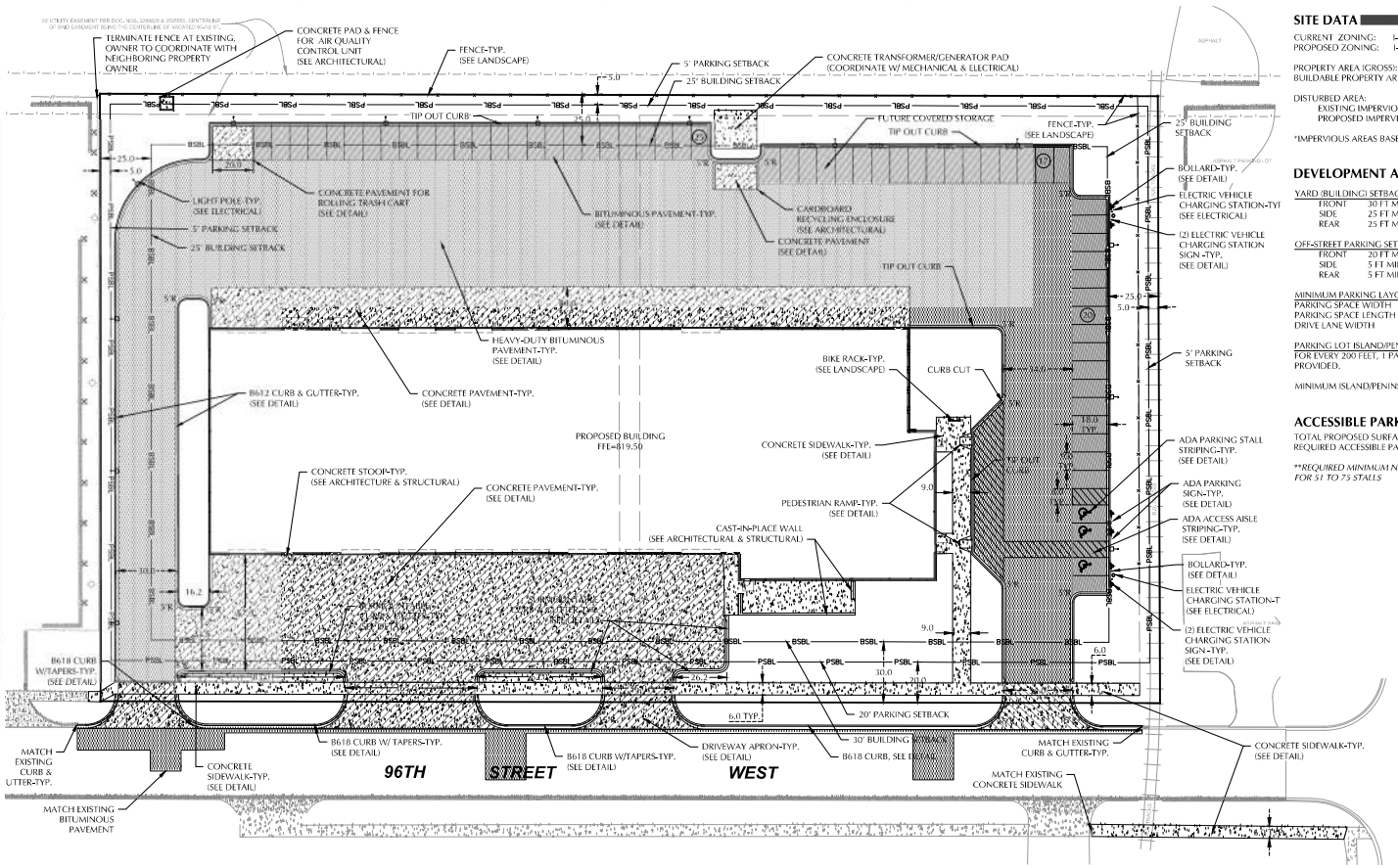
BLOOMINGTON, MN

B

DATE 09/04/2025
PHASE CONSTRUCTION DOCUMENTS
PROJECT 22263.01
SHEET **C1-2**
DECONSTRUCTION PLAN

01 January, 2000



SITE DATA

CURRENT ZONING: I-2 LIMITED INDUSTRY DISTRICT
PROPOSED ZONING: I-2 LIMITED INDUSTRY DISTRICT

PROPERTY AREA (GROSS): 3.59 ± AC
BUILDABLE PROPERTY AREA (NET): 2.65 ± AC

DISTURBED AREA: 3.48 ± AC
EXISTING IMPERVIOUS AREA: 2.57 ± AC (74%)*
PROPOSED IMPERVIOUS AREA: 2.81 ± AC (81%)*

*IMPERVIOUS AREAS BASED ON DISTURBED AREA ONLY

DEVELOPMENT AND DESIGN STANDARDS

YARD (BUILDING) SETBACKS:

FRONT	30 FT MINIMUM
SIDE	25 FT MINIMUM
REAR	25 FT MINIMUM

OFF-STREET PARKING SETBACKS:

FRONT	20 FT MINIMUM
SIDE	5 FT MINIMUM
REAR	5 FT MINIMUM

MINIMUM PARKING LAYOUT DIMENSIONS (90 DEGREE PATTERN):

PARKING SPACE WIDTH	= 9 FT
PARKING SPACE LENGTH	= 18 FT
DRIVE LANE WIDTH	= 24 FT

PARKING LOT ISLAND/PENINSULA REQUIREMENTS:
FOR EVERY 200 FEET, 1 PARKING LOT ISLAND/PENINSULA SHALL BE PROVIDED.

MINIMUM ISLAND/PENINSULA WIDTH SHALL BE 8 FT.

ACCESSIBLE PARKING

TOTAL PROPOSED SURFACE PARKING: 62 STALLS
REQUIRED ACCESSIBLE PARKING: 3 STALLS**

***REQUIRED MINIMUM NUMBER OF ACCESSIBLE SPACES FOR 51 TO 75 STALLS*

LEGEND

PROPOSED

CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAINTILE
SANITARY SEWER
FORCEMAIN
WATERMAIN
SANITARY SEWER SERVICE
WATER SERVICE
UNDERGROUND ELECTRIC
UNDERGROUND FIBER OPTIC
UNDERGROUND GAS
UNDERGROUND TELEPHONE
OVERHEAD UTILITY
FENCE
CHAIN LINK FENCE
CONCRETE CURB
RETAINING WALL
CONCRETE
NO PARKING
BUILDING
CONTOUR
SPOT ELEVATION
DIRECTION OF FLOW
TREE LINE
PARKING SETBACK LINE
BUILDING SETBACK LINE

PAVEMENT TYPES

CONCRETE SIDEWALK
CONCRETE PAVEMENT
STANDARD BITUMINOUS PAVEMENT
HEAVY DUTY BITUMINOUS PAVEMENT
BITUMINOUS TRAIL PAVEMENT

NOTE:
SEE PAVEMENT SECTIONS ON DETAIL SHEET C8-1 FOR TYPE AND DEPTH INFORMATION.

CURB TYPES

B612 CURB & GUTTER (STANDARD)
B612 CURB & GUTTER (TIP OUT)
FLAT CURB & GUTTER (STANDARD)
FLAT CURB & GUTTER (TIP OUT)
SURMOUNTABLE CURB & GUTTER (STANDARD)
SURMOUNTABLE CURB & GUTTER (TIP OUT)

NOTE:
SEE CURB & GUTTER DETAILS ON SHEET C8.1 & C8.3

GENERAL NOTES

1. MINNESOTA STATE STATUTE REQUIRES NOTIFICATION PER "GOPHER STATE ONE CALL" PRIOR TO COMMENCING ANY GRADING, EXCAVATION OR UNDERGROUND WORK.
2. THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
3. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASE OF THIS PROJECT. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGES TO ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASE OF THIS PROJECT.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.
5. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
6. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTORS PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTORS SAFETY MEASURES IN, OR NEAR THE CONSTRUCTION SITE.
7. BEFORE BEGINNING CONSTRUCTION THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENTATION CONTROL MEASURES IN ACCORDANCE WITH NPDES PERMIT REQUIREMENTS, BEST MANAGEMENT PRACTICES, STATE AND LOCAL REQUIREMENTS AND THE DETAILS SHOWN ON THE DETAIL SHEET(S) OF THE PROJECT PLANS.
8. ALL CONSTRUCTION PERMITS, APPLICATIONS AND FEES ARE THE RESPONSIBILITY OF THE CONTRACTOR.
9. ALL ENTRANCES AND CONNECTIONS TO CITY STREETS SHALL BE CONSTRUCTED PER THE REQUIREMENTS OF THE STATE AND LOCAL JURISDICTIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS AND NOTIFICATIONS AS REQUIRED.
10. ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL TRAFFIC CONTROL SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE CITY. THIS SHALL INCLUDE ALL SIGNAGE, BARRICADES, FLASHERS AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES.
11. ADJUST ALL EXISTING STRUCTURES, BOTH PUBLIC AND PRIVATE TO THE PROPOSED GRADES WHERE DISTURBED AND COMPLY WITH ALL REQUIREMENTS OF THE UTILITY OWNERS. STRUCTURES BEING RESET TO PAVED AREAS MUST MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
12. SUBGRADE PREPARATION SHALL BE PERFORMED IN ACCORDANCE WITH MNDOT 2112. THE TOP 3 FEET SHALL BE COMPACTED TO 100% OF THE STANDARD PROCTOR DENSITY.
13. AGGREGATE BASE SHALL BE MNDOT 2211 CLASS 5. COMPACTION SHALL BE BY THE QUALITY COMPACTION METHOD.
14. PLANT MIXED BITUMINOUS PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH MNDOT 2360 WITH MIX DESIGN AS SHOWN ON THE DETAILS. COMPACTION SHALL BE BY THE ORDINARY COMPACTION METHOD.
15. CONCRETE CURB & GUTTER SHALL BE PERFORMED IN ACCORDANCE WITH MNDOT 2531. CURING SHALL BE BY THE MEMBRANE CURING METHOD. EXPANSION JOINTS EVERY 200 FEET AT ALL FIXED OBJECTS. CONTRACTIONS JOINTS EVERY 10 FEET.
16. CONCRETE WALK SHALL BE PERFORMED IN ACCORDANCE WITH MNDOT 2521. CURING SHALL BE BY THE MEMBRANE CURING METHOD. EXPANSION JOINTS AT ALL FIVES OBJECTS. CONTRACTION JOINTS EVERY 5 FEET.
17. WORKING HOURS ARE 7 AM - 7 PM (MONDAY - FRIDAY) AND 9 AM - 7 PM (SATURDAY.) A 48 HOUR NOTICE IS REQUIRED FOR SATURDAY WORK.
18. THE CONTRACTOR MUST HAVE A CITY LICENSE.
19. A CITY RIGHT-OF-WAY PERMIT IS REQUIRED TO WORK WITHIN CITY ROW.
20. A COUNTY RIGHT-OF-WAY PERMIT IS REQUIRED TO WORK WITHIN COUNTY ROW.
21. 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.

SITE NOTES

1. ALL PAVING, CONCRETE CURB, GUTTER AND SIDEWALK SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN PER THE DETAIL SHEET(S) AND APPLICABLE GOVERNING AGENCY REQUIREMENTS.
2. ACCESSIBLE PARKING AND ACCESSIBLE ROUTES SHALL BE PROVIDED PER CURRENT ADA STANDARDS AND APPLICABLE GOVERNING AGENCY REQUIREMENTS.
3. ALL CURB DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
4. ALL BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF WALL UNLESS OTHERWISE NOTED.
5. BITUMINOUS IMPREGNATED FIBER BOARD TO BE PLACED AT FULL DEPTH OF CONCRETE ADJACENT TO EXISTING STRUCTURES AND BEHIND CURB ADJACENT TO DRIVEWAYS AND SIDEWALKS.
6. SEE SITE ELECTRICAL PLAN FOR SITE LIGHTING.
7. REFER TO THE GEOTECHNICAL REPORT FOR AN EXISTING SUBSURFACE SITE CONDITION ANALYSIS AND CONSTRUCTION RECOMMENDATIONS INCLUDING BUT NOT LIMITED TO PAVEMENTS AND EXTERIOR SLABS.

CALL BEFORE YOU DIG!
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

WARNING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

N

0 30 60
SCALE IN FEET

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REVISION SCHEDULE

NO.	DESCRIPTION	DATE

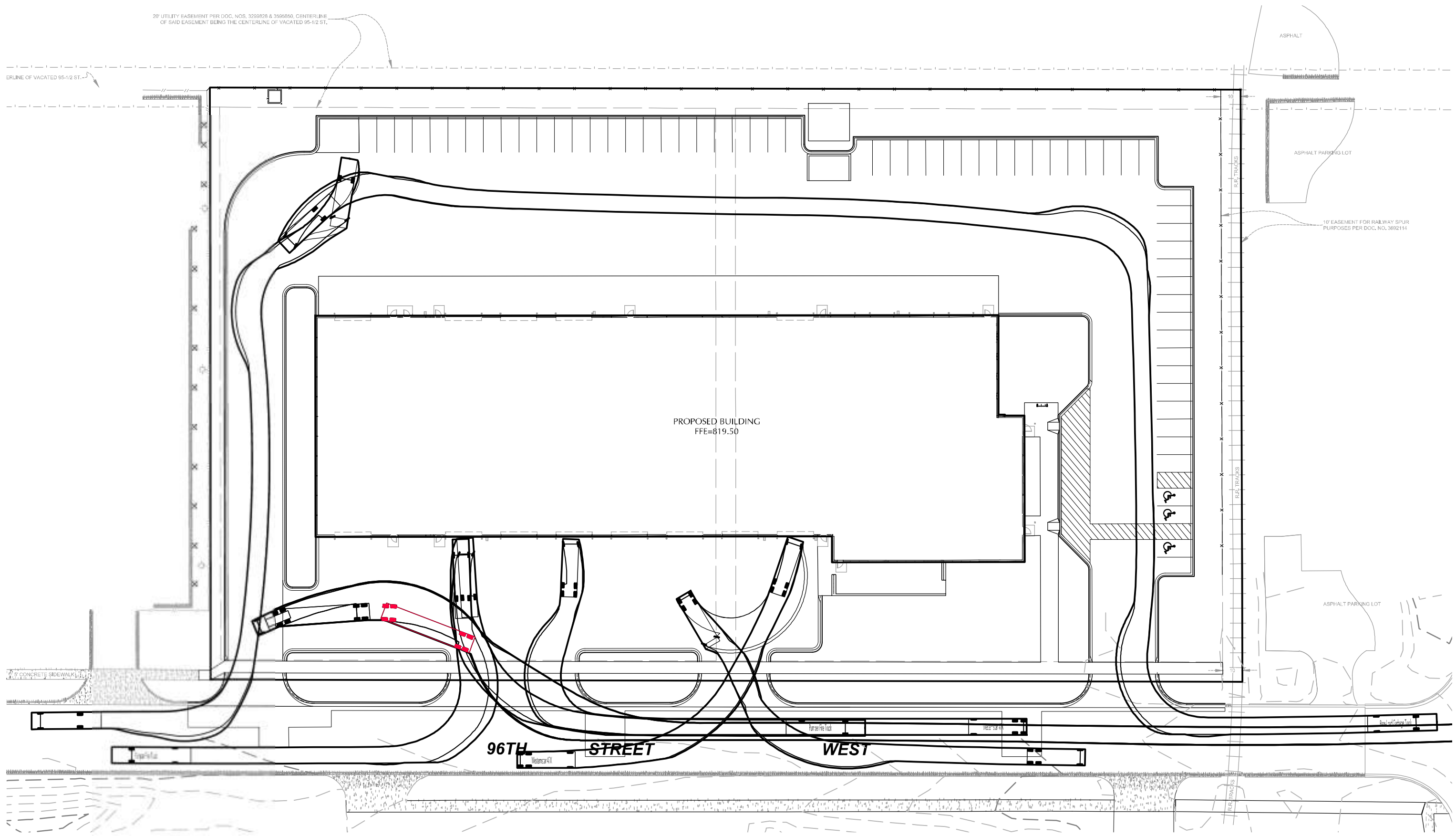
I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
Licensed No. 56660
Date 09/04/2025

Loucks Project No. 19815.0A
Project Lead MJS
Drawn By VLP
Checked By MJS
Review Date 09/02/2025

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

B

DATE 09/04/2025
PHASE CONSTRUCTION DOCUMENTS
PROJECT 22263.01
SHEET C2-1
SITE PLAN



LEGEND

PROPOSED

CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAINTILE
SANITARY SEWER
FORCEMAIN
WATERMAIN
SANITARY SEWER SERVICE
WATER SERVICE
UNDERGROUND ELECTRIC
UNDERGROUND FIBER OPTIC
UNDERGROUND GAS
UNDERGROUND TELEPHONE
OVERHEAD UTILITY
FENCE
CHAIN LINK FENCE
CONCRETE CURB
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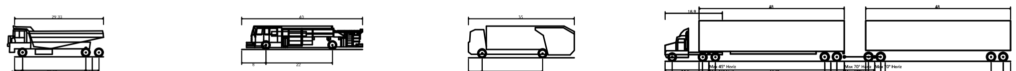

Westernstar 47X	
Overall Length	29.330ft
Overall Width	8.190ft
Overall Body Height	10.255ft
Min Body Ground Clearance	0.823ft
Track Width	8.190ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	36.000ft

Pumper Fire Truck	
Overall Length	40.000ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

Rear-Load Garbage Truck	
Overall Length	35.000ft
Overall Width	8.375ft
Overall Body Height	10.546ft
Min Body Ground Clearance	1.000ft
Track Width	8.375ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	29.300ft

WB-109D - Turnpike Double Semi-Trailer/Trailer	
Overall Length	114.250ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	12.60°

NOTE: DOUBLE SEMI-TRAILER/TRAILER IS BEING USED TO MODEL A FIRE TRUCK (IN RED) BEING TOWED BY A TOW TRUCK.

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REVISION SCHEDULE

NO.	DESCRIPTION	DATE

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.

Michael J. St. Martin, PE
License No. 24440
Date 09/04/2025

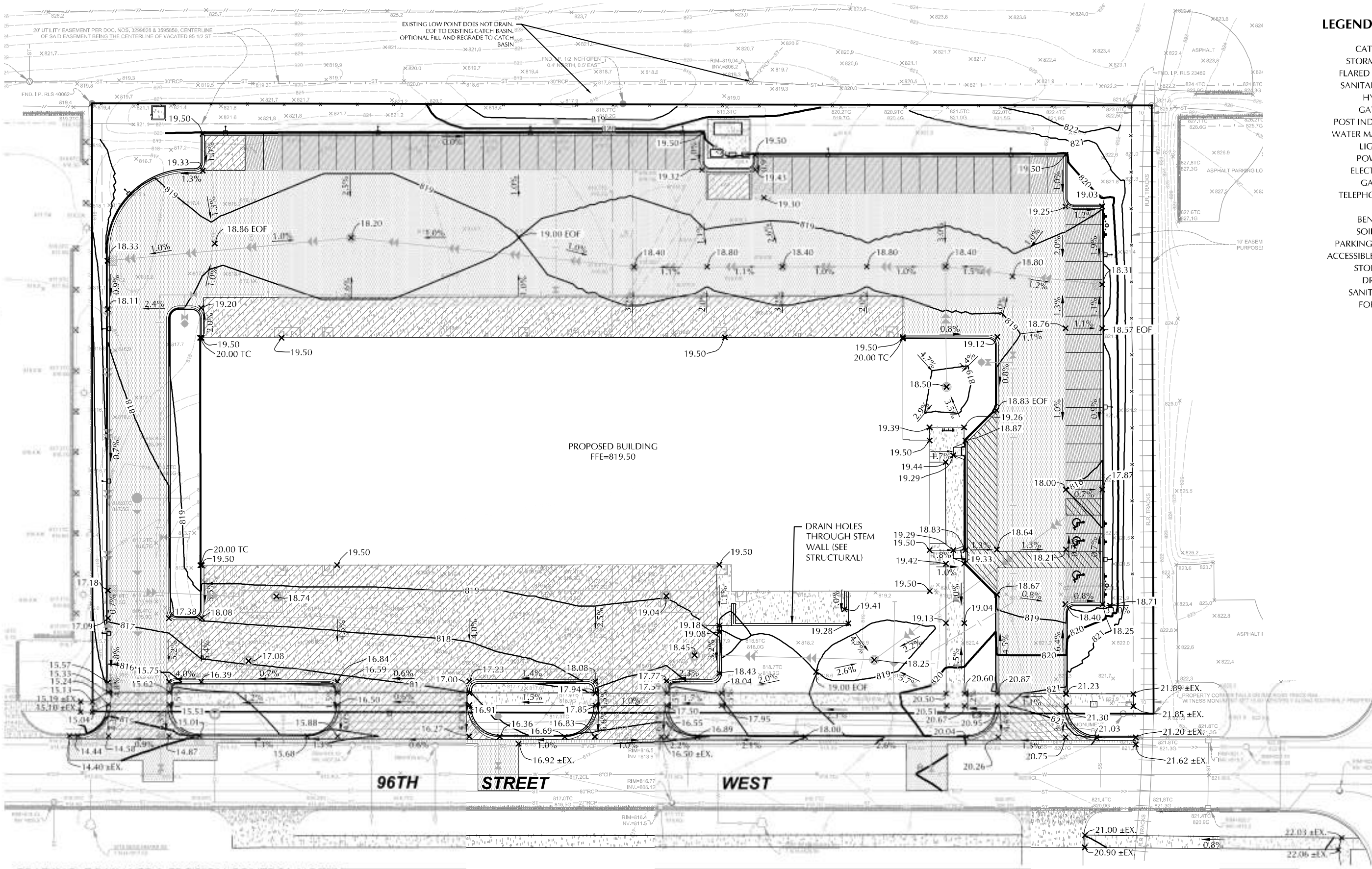
Loucks Project No.	19815.0A
Project Lead	MJS
Drawn By	SLP
Checked By	MJS
Review Date	09/02/2025

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

B

DATE
09/04/2025
PHASE
CONSTRUCTION DOCUMENTS
PROJECT
22263.01
SHEET
C2-2
TRUCK TURNING

01 January, 2000



LEGEND

	PROPOSED		PROPOSED
CATCH BASIN		WATERMAIN	
STORM MANHOLE		SANITARY SEWER SERVICE	
FLARED END SECTION		WATER SERVICE	
SANITARY MANHOLE		UNDERGROUND ELECTRIC	ELE
HYDRANT		UNDERGROUND FIBER OPTIC	FO
GATE VALVE		UNDERGROUND GAS	GAS
POST INDICATOR VALVE	PIV	UNDERGROUND TELEPHONE	TEL
WATER MANHOLE / WELL		OVERHEAD UTILITY	OH
LIGHT POLE		FENCE	
POWER POLE		CHAIN LINK FENCE	
ELECTRIC METER		CONCRETE CURB	
GAS METER		RETAINING WALL	
TELEPHONE PEDESTAL		CONCRETE	
SIGN		NO PARKING	
BENCHMARK		BUILDING	
SOIL BORING		CONTOUR	972
PARKING STALL COUNT	2	SPOT ELEVATION	972.5
ACCESSIBLE PARKING STALL		DIRECTION OF FLOW	1.0%
STORM SEWER		TREE LINE	
DRAINTILE	DT	PARKING SETBACK LINE	PSBL
SANITARY SEWER		BUILDING SETBACK LINE	BSBL
FORCEMAIN	FM		

GRADING, DRAINAGE & EROSION CONTROL NOTES

1. SPOT ELEVATIONS REPRESENT FINISHED SURFACE GRADES, GUTTER/FLOW LINE, FACE OF BUILDING, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
2. ALL ACCESSIBLE ROUTES SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT EXCEEDING 2% AND A RUNNING SLOPE NOT EXCEEDING 5%.
3. AT TURNING POINTS ALONG THE ACCESSIBLE ROUTE THE PAVEMENT SHALL NOT EXCEED 2% IN ANY DIRECTION FOR AN AREA 60" IN DIAMETER.
4. ALL PUBLIC SIDEWALKS SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT EXCEEDING 2% AND A RUNNING SLOPE NOT EXCEEDING 5%.
5. CATCH BASINS AND MANHOLES IN PAVED AREAS SHALL BE SUMPED 0.04 FEET. ALL CATCH BASINS IN GUTTERS SHALL BE SUMPED 0.16 FEET. RIM ELEVATIONS SHOWN ON PLANS DO NOT REFLECT SUMPED ELEVATIONS.
6. REFER TO GEOTECHNICAL EVALUATION REPORT (REPORT XXX), DATED XX XX, XXXX AS PREPARED BY XXX, FOR AN EXISTING SUBSURFACE SITE CONDITION ANALYSIS AND CONSTRUCTION RECOMMENDATIONS INCLUDING BUT NOT LIMITED TO:
   - A. REUSE OF ON-SITE SOILS
   - B. GROUNDWATER AND RECOMMENDATIONS FOR EXCAVATION DEWATERING.
   - C. SITE GRADING AND SUBGRADE PREPARATION.
   - D. PAVEMENTS AND EXTERIOR SLABS.
   - E. TRENCH EXCAVATION AND BACKFILL.
   - F. EXTERIOR UTILITY SUPPORTS.
   - G. FROST PROTECTION.
7. EXISTING SOILS ARE ASSUMED TO BE COARSE-GRAINED SOILS (GW, GP, GM, GC, SW, SP, SM, SC) PER THE UNIFIED SOIL CLASSIFICATION. CONTRACTOR TO NOTIFY ENGINEER IF EXISTING CONDITIONS DIFFER FROM ASSUMED SOIL CONDITIONS.
8. GRADING, INCLUDING BUT NOT LIMITED TO EXCAVATION AND BACKFILL, OF THE INFILTRATION AREA(S) SHALL BE ACCOMPLISHED USING LOW-IMPACT EARTH-MOVING EQUIPMENT TO PREVENT COMPACTION OF THE UNDERLYING SOILS. SMALL TRACKED DOZERS AND BOBCATS WITH RUNNER TRACKS ARE RECOMMENDED. NO WHEELED MACHINES SHALL BE USED.
9. SOIL BENEATH THE INFILTRATION AREA(S) SHALL BE RIPPED WITH A TOOTHED BUCKET TO REMOVE SOIL INTERFACE PRIOR TO BACKFILL.
10. A FLOOD TEST OR DOUBLE RING INFILTROMETER TEST SHALL BE COMPLETED FOR THE INFILTRATION SYSTEM TO VERIFY INFILTRATION RATES ARE WITHIN THE ACCEPTABLE RANGE OF X.X IN/HR TO X.X IN/HR.
11. CITY AND WATERSHED SHALL BE NOTIFIED AT LEAST 24 HOURS PRIOR TO CONSTRUCTION OF STORMWATER BMPS.
12. ALL DISTURBED UNPAVED AREAS ARE TO RECEIVE MINIMUM OF 4 INCHES OF TOP SOIL AND SEED/MULCH OR SOD. THESE AREAS SHALL BE WATERED/MAINTAINED BY THE CONTRACTOR UNTIL VEGETATION IS ESTABLISHED. REFER TO THE LANDSCAPE PLANS, DETAILS AND SPECIFICATIONS FOR FINAL SITE STABILIZATION.
13. FOR SITE RETAINING WALLS "TW" EQUALS SURFACE GRADE AT TOP FACE OF WALL (NOT TOP OF WALL), "GW" EQUALS SURFACE GRADE AT WALL GRADE TRANSITION, AND "BW" EQUALS SURFACE GRADE AT BOTTOM FACE OF WALL (NOT BOTTOM OF BURIED WALL COURSES).
14. FOR SITE STAIRS, "TS" EQUALS SURFACE ELEVATION AT TOP OF STAIRS AND "BS" EQUALS SURFACE ELEVATION AT BOTTOM OF STAIRS. REFER TO SITE PLAN FOR NUMBER OF RISERS AND RISER HEIGHT.
15. STREETS MUST BE CLEANED AND SWEPT WHENEVER TRACKING OF SEDIMENTS OCCURS AND BEFORE SITES ARE LEFT IDLE FOR WEEKENDS AND HOLIDAYS. A REGULAR SWEEPING SCHEDULE MUST BE ESTABLISHED.
16. DUST MUST BE ADEQUATELY CONTROLLED.
17. SEE SWPPP FOR ADDITIONAL EROSION CONTROL NOTES AND REQUIREMENTS.
18. SEE UTILITY PLAN FOR WATERMAIN, STORM SEWER, AND SANITARY SEWER INFORMATION.
19. SEE SITE PLAN FOR CURB AND BITUMINOUS TAPER LOCATIONS.
20. REFERENCE ARCHITECTURAL AND STRUCTURAL DRAWINGS FOR BUILDING ELEVATIONS.
21. THE CONTRACTOR ALONG WITH THE OWNER SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM GOVERNING AUTHORITIES, INCLUDING ANY CITY PERMITS AND THE NPDES PERMIT.
22. INSTALL EROSION CONTROL AND TREE PROTECTION MEASURES BEFORE BEGINNING SITE GRADING ACTIVITIES. SOME EROSION CONTROLS SUCH AS BALE CHECKS AND TEMPORARY SILT PONDS MAY BE INSTALLED AS GRADING OCCURS IN SPECIFIC AREAS. MAINTAIN EROSION CONTROLS THROUGHOUT THE GRADING PROCESS AND REMOVE WHEN TURF HAS BEEN ESTABLISHED.
23. PER NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM/STATE DISPOSAL SYSTEM (NPDES/SDS) REQUIREMENTS, THE WASHOUT AND CLEANOUT OF STUCCO, PAINT, CONCRETE, FORM RELEASE OILS, CURING COMPOUNDS, AND OTHER CONSTRUCTION MATERIALS SHALL BE PROPERLY CONTAINED AND DISPOSED OF. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND USING APPROVED METHODS OF CONTAINMENT SUCH AS PRE-FABRICATED WASHOUT CONTAINERS, CONCRETE WASHOUT TOTE, READY MIX TRUCKS WITH SELF-CONTAINED CHUTE CLEANOUT, ETC.
24. CONTRACTOR SHALL PROVIDE AS-BUILT INFORMATION OF GRADING ACTIVITIES AS NEEDED PER APPLICABLE PERMIT REQUIREMENTS AND/OR DEVELOPMENT AGREEMENTS.

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TOLL FREE: 1-800-252-1166

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NOTE:
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N

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REVISION SCHEDULE

NO.	DESCRIPTION	DATE

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.

Michael J. St. Martin, PE
License No. 24440
Date 09/04/2025

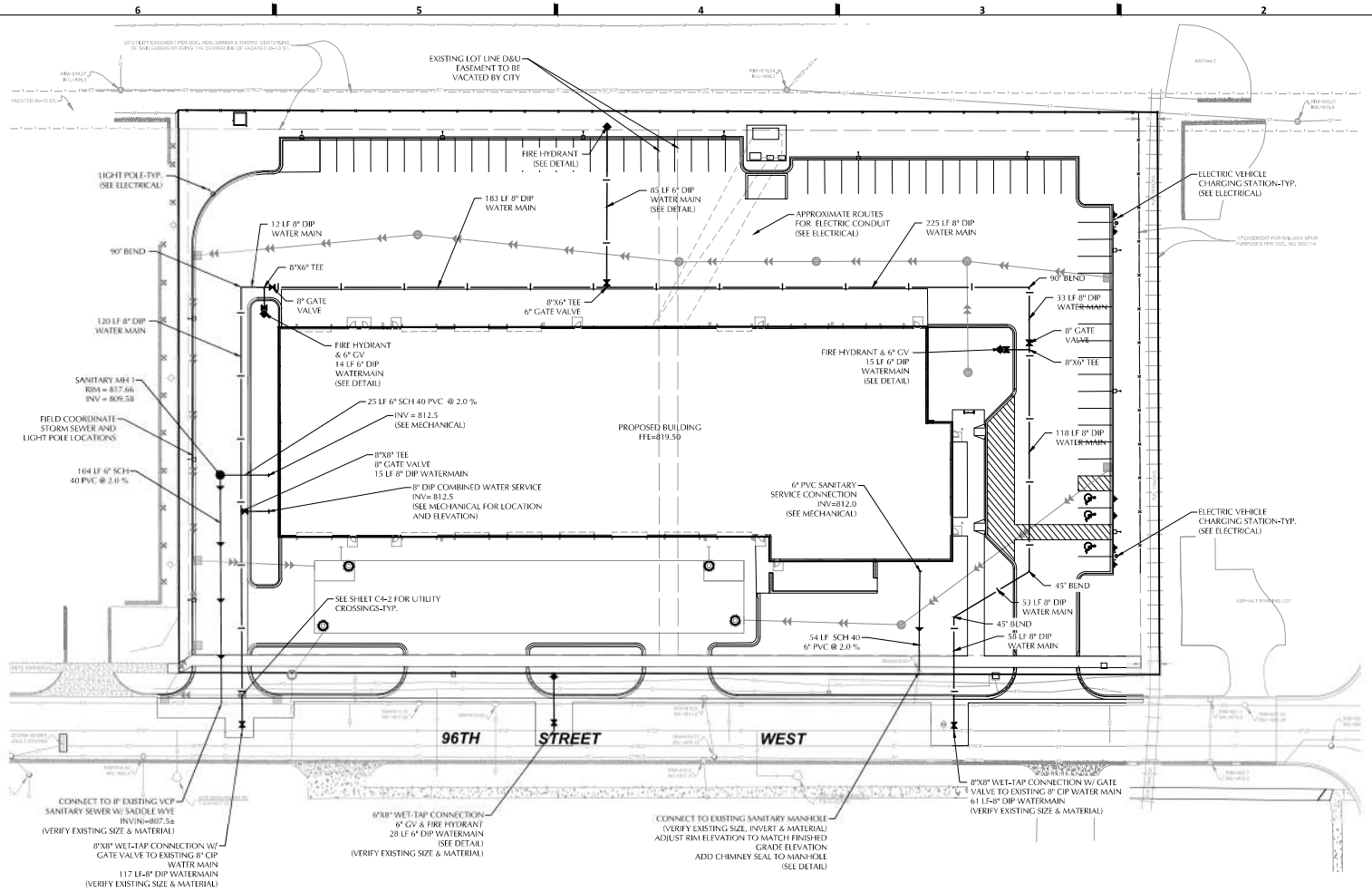
Loucks Project No. 19815.0A
Project Lead MJS
Drawn By SLP
Checked By MJS
Review Date 09/02/2025

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

B

DATE
09/04/2025
PHASE
CONSTRUCTION DOCUMENTS
PROJECT
22263.01
SHEET
C3-1
GRADING PLAN

01 January, 2000



LEGEND

	PROPOSED
CATCH BASIN	● ■
STORM MANHOLE	● ■
FLARED END SECTION	■
SANITARY MANHOLE	●
HYDRANT	◆
GATE VALVE	⋈
POST INDICATOR VALVE	PIV
WATER MANHOLE / WELL	●
LIGHT POLE	✱
POWER POLE	●
ELECTRIC METER	
GAS METER	
TELEPHONE PEDESTAL	
SIGN	
BENCHMARK	
SOIL BORING	
PARKING STALL COUNT	(2)
ACCESSIBLE PARKING STALL	
STORM SEWER	ST
DRAIN TILE	DT
SANITARY SEWER	SN
FORCEMAIN	FM
WATERMAIN	W
SANITARY SEWER SERVICE	
WATER SERVICE	
UNDERGROUND ELECTRIC	ELE
UNDERGROUND FIBER OPTIC	FO
UNDERGROUND GAS	GAS
UNDERGROUND TELEPHONE	TEL
OVERHEAD UTILITY	OH
FENCE	
CHAIN LINK FENCE	
CONCRETE CURB	
RETAINING WALL	
CONCRETE	
NO PARKING	
BUILDING	
CONTOUR	972
SPOT ELEVATION	972.5
DIRECTION OF FLOW	1.0%
TREE LINE	
PARKING SETBACK LINE	PSBL
BUILDING SETBACK LINE	BSBL

CITY OF BLOOMINGTON NOTES

1. TAPS OF LIVE WATER MAINS ARE DONE BY CITY FORCES AND PAID FOR BY AND COORDINATED WITH THE CONTRACTOR.
2. COMBINATION FIRE AND DOMESTIC SERVICES MUST TERMINATE WITH A THREAD ON FLANGE OR AN MJ TO FLANGE ADAPTER.
3. USE CLASS 52 DIP WATER MAIN FOR PIPE 12-INCHES IN DIAMETER AND SMALLER. A MINIMUM 8 MIL POLYWRAP IS REQUIRED ON ALL DIP.
4. ALL COMPONENTS OF THE WATER SYSTEM, UP TO THE WATER METER OR FIRE SERVICE EQUIPMENT MUST UTILIZE PROTECTIVE INTERNAL COATINGS MEETING CURRENT ANSI/AWWA STANDARDS FOR CEMENT MORTAR LINING OR SPECIAL COATINGS. THE USE OF UNLINED OR UNCOATED PIPE IS NOT ALLOWED.

SANITARY SEWER & WATERMAIN NOTES

1. ALL SANITARY SEWER AND WATERMAIN UTILITIES SHALL BE FURNISHED AND INSTALLED PER THE REQUIREMENTS OF THE SPECIFICATIONS,THE MINNESOTA PLUMBING CODE, THE LOCAL GOVERNING UNIT, AND THE STANDARD UTILITIES SPECIFICATION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), CURRENT EDITION.
2. ALL UTILITY PIPE BEDDING SHALL BE COMPACTED SAND OR FINE GRANULAR MATERIAL. ALL COMPACTION SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CEAM SPECIFICATION AND THE GEOTECHNICAL REPORT.
3. ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE PERFORMED PER THE REQUIREMENTS OF THE STATE AND LOCAL JURISDICTIONS. THE CITY DEPARTMENT OF ENGINEERING AND BUILDING INSPECTIONS DEPARTMENT AND THE CONSTRUCTION ENGINEER MUST BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY WORK WITHIN THE PUBLIC RIGHT OF WAY, OR WORK IMPACTING PUBLIC UTILITIES.
4. ALL SITE UTILITY SERVICES SHALL TERMINATE 5' FROM THE EXTERIOR BUILDING WALL UNLESS OTHERWISE NOTED. THE SITE UTILITY CONTRACTOR SHALL COORDINATE WITH THE GENERAL CONTRACTOR, MECHANICAL CONTRACTOR AND MECHANICAL ENGINEER TO DETERMINE THE RESPONSIBILITY OF BRINGING THE SERVICE(S) INTO THE BUILDING, INSPECTIONS AND TESTING PER APPLICABLE GOVERNING AGENCIES.
5. ALL NEW WATERMAIN AND SERVICES MUST HAVE A MINIMUM OF 8.0 FEET OF COVER. EXTRA DEPTH MAY BE REQUIRED TO MAINTAIN A MINIMUM 18" VERTICAL SEPARATION TO SANITARY OR STORM SEWER LINES. THE CONTRACTOR SHALL FIELD ADJUST WATERMAIN TO AVOID CONFLICTS WITH SANITARY SEWER, STORM SEWER, AND SERVICES AS REQUIRED. INSULATION OF WATERMAIN AND SANITARY SEWER LINES SHALL BE PROVIDED WHERE 8.0 FEET MINIMUM DEPTH CAN NOT BE ATTAINED.
6. PER MINNESOTA DEPARTMENT OF LABOR & INDUSTRY REQUIREMENTS, A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FROM WATERMAIN TO ANY MANHOLE, SEPTIC SYSTEM, CATCH BASIN, SEWER PIPE, OR OTHER SOURCE OF CONTAMINATION, MEASURED FROM THE OUTER EDGE OF THE PIPE TO THE OUTER EDGE OF THE CONTAMINATION SOURCE UNLESS OTHERWISE SHOWN.
7. CONTRACTOR TO SUBMIT SHOP DRAWINGS OF SANITARY STRUCTURE(S) AND UNDERGROUND SYSTEM(S) FOR ENGINEER'S REVIEW.
8. ALL FIRE HYDRANTS SHALL BE LOCATED 5 FEET BEHIND BACK OF CURB OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
9. HYDRANT USE: CONTRACTOR IS RESPONSIBLE TO NOTIFY PUBLIC UTILITIES DEPARTMENT WHEN THEY NEED TO USE A HYDRANT; ONLY PRE-AUTHORIZED HYDRANTS WILL BE USED. HYDRANTS TO BE OPERATED ONLY WITH PROPER EQUIPMENT SUCH AS A HYDRANT NUT WRENCH, NOT A PIPE WRENCH, HYDRANT METER IS AVAILABLE FROM PUBLIC UTILITIES DEPARTMENT. ANY TRUCK, ETC. FILLED FROM A HYDRANT MUST BE METERED, MUST HAVE PHYSICAL BREAK OR BACK-FLOW PREVENTER APPROVED BY PUBLIC UTILITIES DEPARTMENT. ALSO APPLIES TO SUBCONTRACTORS.
10. OPERATING VALVES FOR TURNING WATER MAIN ON/OFF: PUBLIC UTILITIES DEPARTMENT WILL OPERATE ALL VALVES AND FILL ALL WATER MAINS (PUBLIC AND PRIVATE). CONTRACTOR SHALL GIVE AT LEAST 24 HOURS NOTICE TO HAVE WATER SHUT OFF AND SHALL NOTIFY IN WRITING, ALL AFFECTED CUSTOMERS AT LEAST 24 HOURS IN ADVANCE BEFORE SHUT OFF; ATTACH TO DOOR, ETC., NOT IN MAILBOXES.
11. TEMPORARY SERVICE: THE CONTRACTOR SHALL PROVIDE TEMPORARY SERVICE IF SERVICE CANNOT BE RESTORED SAME DAY. IF USING HYDRANT FOR TEMPORARY SERVICE, NOTIFY PUBLIC UTILITIES DEPARTMENT AND USE ONLY PRE-APPROVED HYDRANT AND SUPPLIED HYDRO METER WITH BACK FLOW. THE CONTRACTOR'S TEMPORARY MAIN SHALL BE DISINFECTED, FLUSHED AND BACTERIOLOGICAL ANALYSIS SHOWN NEGATIVE PRIOR TO PUTTING THE TEMPORARY SYSTEM IN SERVICE. THE TEMPORARY WATER SYSTEM SHALL BE IN PLACE PRIOR TO THE PUBLIC UTILITIES DEPARTMENT SHUTTING OFF ANY WATER MAINS.
10. REFER TO GEOTECHNICAL EVALUATION REPORT (REPORT 24713.24,MNT), DATED JANUARY 13, 2025 AS PREPARED BY CHOSEN VALLEY TESTING (CVT), FOR AN EXISTING SUBSURFACE SITE CONDITION ANALYSIS AND CONSTRUCTION RECOMMENDATIONS INCLUDING BUT NOT LIMITED TO:
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    D. PAVEMENTS AND EXTERIOR SLABS.
    E. TRENCH EXCAVATION AND BACKFILL.
    F. EXTERIOR UTILITY SUPPORTS.
    G. FROST PROTECTION.
13. CONTRACTOR SHALL PROVIDE AS-BUILT INFORMATION OF CONSTRUCTED UTILITIES (RECOMMENDED PRIOR TO BACKFILLING) PER APPLICABLE PERMIT REQUIREMENTS AND/OR DEVELOPMENT AGREEMENTS.
14. ALL UNUSED UTILITY SERVICES SHALL BE ABANDONED PER THE REQUIREMENTS OF THE APPLICABLE GOVERNING AGENCIES.
15. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL REQUIRED UTILITY PERMITS FROM THE APPLICABLE GOVERNING AGENCIES.

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0 30 60
SCALE IN FEET

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REVISION SCHEDULE

NO.	DESCRIPTION	DATE

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.
Licensed No. 56660
Date 09/04/2025

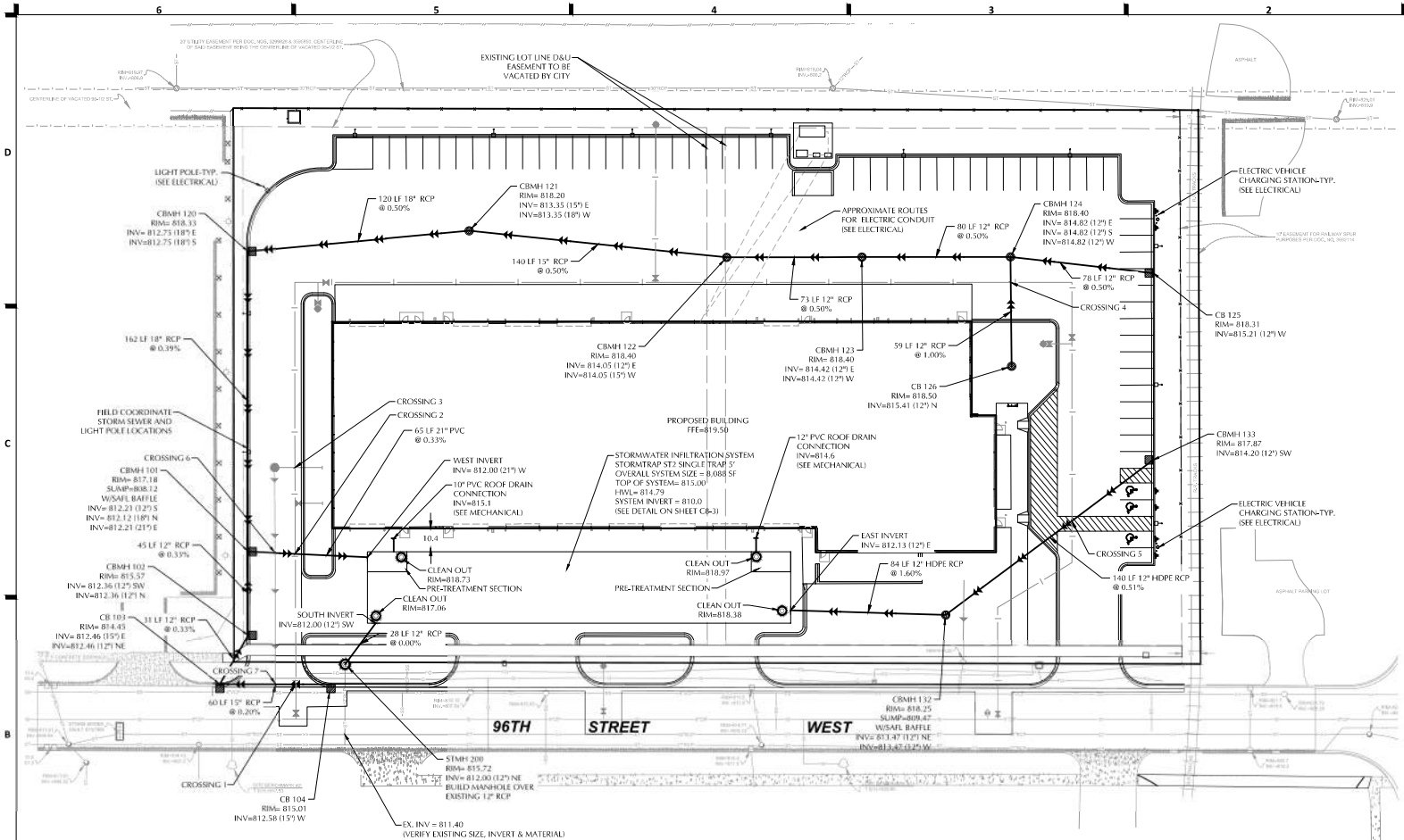
Loucks Project No. 19815.0A
Project Lead MJS
Drawn By VLP
Checked By MJS
Review Date 09/02/2025

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

B

DATE 09/04/2025
PHASE CONSTRUCTION DOCUMENTS
PROJECT 22263.01
SHEET
C4-1
SEWER & WATER PLAN

01 January, 2000



LEGEND

PROPOSED

CATCH BASIN
STORM MANHOLE
FLARED END SECTION
SANITARY MANHOLE
HYDRANT
GATE VALVE
POST INDICATOR VALVE
WATER MANHOLE / WELL
LIGHT POLE
POWER POLE
ELECTRIC METER
GAS METER
TELEPHONE PEDESTAL
SIGN
BENCHMARK
SOIL BORING
PARKING STALL COUNT
ACCESSIBLE PARKING STALL
STORM SEWER
DRAIN TILE
SANITARY SEWER
FORCEMAIN
WATERMAIN
SANITARY SEWER SERVICE
WATER SERVICE
UNDERGROUND ELECTRIC
UNDERGROUND FIBER OPTIC
UNDERGROUND GAS
UNDERGROUND TELEPHONE
OVERHEAD UTILITY
FENCE
CHAIN LINK FENCE
CONCRETE CURB
RETAINING WALL
CONCRETE
NO PARKING
BUILDING
CONTOUR
SPOT ELEVATION
DIRECTION OF FLOW
TREE LINE
PARKING SETBACK LINE
BUILDING SETBACK LINE

UTILITY CROSSING TABLE

CROSSING	TOP PIPE	BOT. OF TOP PIPE	BOTTOM PIPE	TOP OF BOT. PIPE	SEPARATION
1	STORM	812.36	WATER	807.43	4.93'
2	STORM	811.77	WATER	809.21	2.56'
3	SAN	811.92	WATER	809.71	2.21'
4	STORM	814.88	WATER	810.88	4.00'
5	STORM	813.83	WATER	810.57	3.26'
6	STORM	812.36	SAN	808.28	4.08'
7	STORM	811.77	SAN	809.44	2.33'

STORM SEWER NOTES

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4. ALL SITE UTILITY SERVICES SHALL TERMINATE 5' FROM THE EXTERIOR BUILDING WALL UNLESS OTHERWISE NOTED. THE SITE UTILITY CONTRACTOR SHALL COORDINATE WITH THE GENERAL CONTRACTOR, MECHANICAL CONTRACTOR AND MECHANICAL ENGINEER TO DETERMINE THE RESPONSIBILITY OF BRINGING THE SERVICE(S) INTO THE BUILDING, INSPECTIONS AND TESTING PER APPLICABLE GOVERNING AGENCIES.
5. PER MINNESOTA DEPARTMENT OF LABOR & INDUSTRY REQUIREMENTS, A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FROM WATERMAIN TO ANY MANHOLE, SEPTIC SYSTEM, CATCH BASIN, SEWER PIPE, OR OTHER SOURCE OF CONTAMINATION, MEASURED FROM THE OUTER EDGE OF THE PIPE TO THE OUTER EDGE OF THE CONTAMINATION SOURCE UNLESS OTHERWISE SHOWN.
6. ALL STORM SEWER DOWNSPOUT COLLECTION PIPES AND WYES SHALL BE PVC (SCHEDULE 40).
7. CONTRACTOR TO SUBMIT SHOP DRAWINGS OF STORM STRUCTURE(S) AND UNDERGROUND SYSTEM(S) FOR ENGINEER'S REVIEW.
8. CONTRACTOR TO VERIFY UNDERLYING SOILS BENEATH ALL STORMWATER FACILITIES, AND PROVIDE DOCUMENTATION TO THE ENGINEER, PRIOR TO CONSTRUCTION OF THE FACILITIES.
9. ALL PORTIONS OF THE STORM SEWER SYSTEM, INCLUDING CATCH BASINS, LOCATED WITHIN 10 FEET OF THE BUILDING OR WATER SERVICE LINE MUST BE TESTED ACCORDANCE WITH MINNESOTA RULES, PART 4714.
10. REFER TO GEOTECHNICAL EVALUATION REPORT (REPORT 24713.24.MNT), DATED JANUARY 13, 2025 AS PREPARED BY CHOSEN VALLEY TESTING (CVT), FOR AN EXISTING SUBSURFACE SITE CONDITION ANALYSIS AND CONSTRUCTION RECOMMENDATIONS INCLUDING BUT NOT LIMITED TO:
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    E. TRENCH EXCAVATION AND BACKFILL.
    F. EXTERIOR UTILITY SUPPORTS.
    G. FROST PROTECTION.
11. CONTRACTOR SHALL PROVIDE AS-BUILT INFORMATION OF CONSTRUCTED STORMWATER MANAGEMENT SYSTEMS & ASSOCIATED INFRASTRUCTURE (RECOMMENDED PRIOR TO BACKFILLING) PER APPLICABLE PERMIT REQUIREMENTS AND/OR DEVELOPMENT AGREEMENTS.
12. ALL UNUSED UTILITY SERVICES SHALL BE ABANDONED PER THE REQUIREMENTS OF THE APPLICABLE GOVERNING AGENCIES.
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REVISION SCHEDULE

NO.	DESCRIPTION	DATE

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Licensed No. 56660
Date 09/04/2025

Loucks Project No. 19815.0A
Project Lead MJS
Drawn By SLP
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Review Date 09/02/2025

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

B

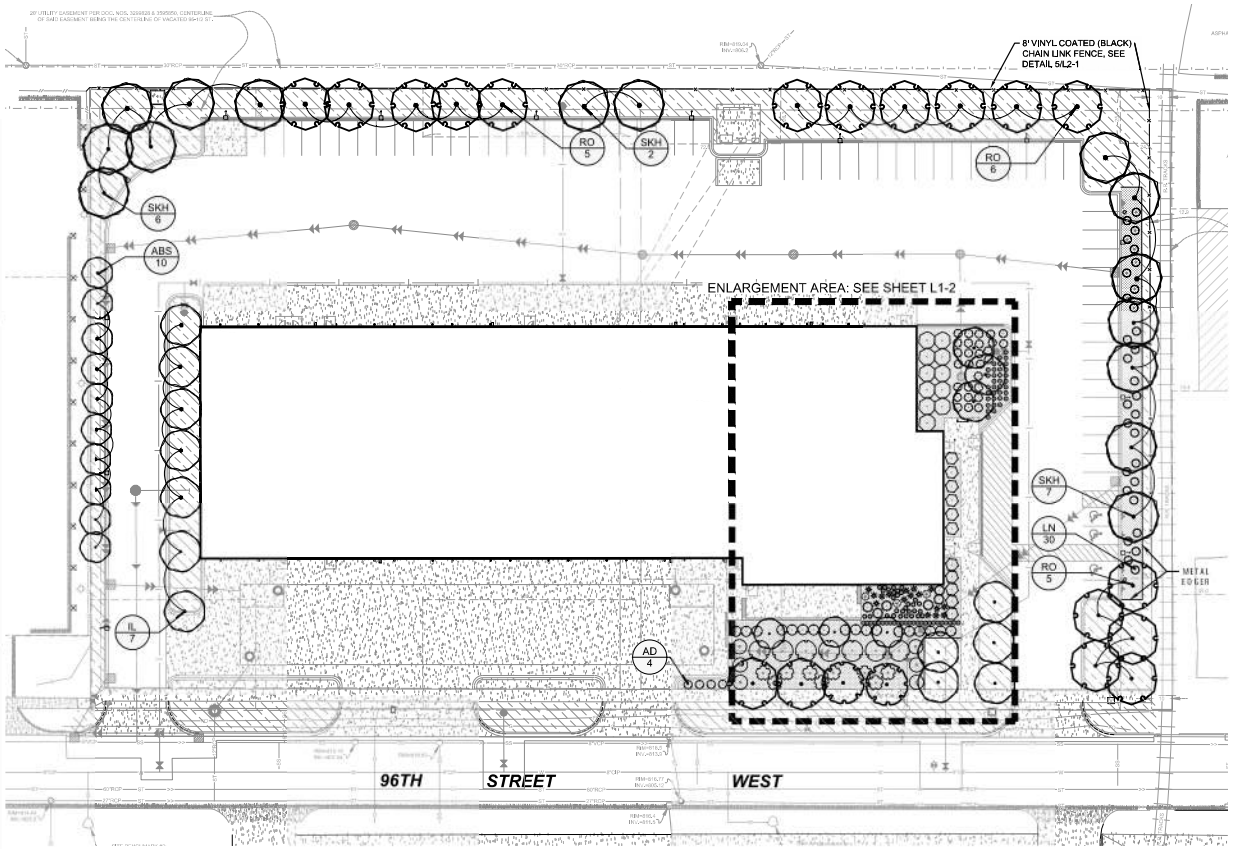
DATE 09/04/2025

PHASE CONSTRUCTION DOCUMENTS

PROJECT 22263.01

SHEET C4-2
STORM SEWER PLAN

01 January, 2000



SEE SHEET L1-2 FOR PLANT SCHEDULE

IRRIGATION NOTES: [redacted]

VERIFY EXISTING / PROPOSED IRRIGATION SYSTEM LAYOUT AND CONFIRM COMPLETE LIMITS OF IRRIGATION PRIOR TO SUPPLYING SHOP DRAWINGS.

LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN IRRIGATION LAYOUT PLAN AND SPECIFICATION AS A PART OF THE SCOPE OF WORK WHEN BIDDING. THESE SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ORDER AND / OR INSTALLATION. IT SHALL BE THE LANDSCAPE CONTRACTORS RESPONSIBILITY TO INSURE THAT ALL SODDED / SEEDED AND PLANTED AREAS ARE IRRIGATED PROPERLY, INCLUDING THOSE AREAS DIRECTLY AROUND AND ABUTTING BUILDING FOUNDATION.

THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER WITH AN IRRIGATION SCHEDULE APPROPRIATE TO THE PROJECT SITE CONDITIONS AND TO PLANT MATERIAL GROWTH REQUIREMENTS.

IRRIGATION SYSTEM IS NOT TO SPRINKLE ACROSS PAVEMENT NOR SHALL THE SYSTEM SPRINKLE THE BUILDING.

THE SYSTEM SHALL INCORPORATE A RAIN SENSOR INTO IRRIGATION SYSTEM.

PLANTINGS OUTSIDE THE LIMITS OF IRRIGATION ARE TO BE WATERED REGULARLY UNTIL PLANTING / SOD / SEED HAS BEEN ESTABLISHED.

LANDSCAPE REQUIREMENTS : [redacted]

TREE & SHRUB REQUIREMENTS
1 TREE PER 2,500 SF OF DEVELOPMENT LANDSCAPING AREA
1 SHRUB PER 1,000 SF OF DEVELOPMENT LANDSCAPING AREA

DEVELOPMENT LANDSCAPING AREA:
156,506 SF (3.59 AC.)
TREES REQUIRED: 63
SHRUBS REQUIRED: 157

EXISTING TREES WITHIN DEVELOPMENT LANDSCAPE AREA: 0
EXISTING TREES REMOVED: 49
EXISTING TREES SAVED: 0

EXISTING SHRUBS WITHIN DEVELOPMENT LANDSCAPE AREA: 0

NEW TREES PROVIDED : 63
NEW SHRUBS PROVIDED: 159

SHRUBS 133
106 PERENNIALS EQUAL TO 26 SHRUBS
(4 PERENNIALS =1 SHRUB)

LANDSCAPE YARD PROVIDED ALONG SITE PERIMETER

PARKING LOT SCREENING IS NOT REQUIRED. DISTANCE TO PARKING LOT FROM STREET IS GREATER THAN 40 FEET

SOIL FOR PARKING LOT ISLANDS SHOULD BE COMPOSED OF A 1:1:1 MIX OF SOIL, COMPOST AND SAND. THE EXISTING SOIL SHOULD BE EXCAVATED TO A MINIMUM DEPTH OF TWO FEET AND BE REPLACED WITH THE APPROVED SOILS MIX.

GENERAL NOTES: [redacted]

CONTRACTOR SHALL VISIT SITE PRIOR TO SUBMITTING BID. CONTRACTOR TO INSPECT SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.

VERIFY LAYOUT AND ANY DIMENSIONS SHOWN AND BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT ANY DISCREPANCIES WHICH MAY COMPROMISE THE DESIGN AND/OR INTENT OF THE PROJECT'S LAYOUT.

ASSURE COMPLIANCE WITH ALL APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK OR MATERIALS SUPPLIED.

CONTRACTOR SHALL PROTECT ALL EXISTING ROADS, CURBS/GUTTERS, TRAILS, TREES, LAWNS AND SITE ELEMENTS DURING PLANTING OPERATIONS. ANY DAMAGE TO SAME SHALL BE REPAIRED AT NO COST TO THE OWNER.

CONTRACTOR SHALL VERIFY ALIGNMENT AND LOCATION OF ALL UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION / MATERIAL INSTALLATION BEGINS (MINIMUM 10' - 0" CLEARANCE).

ALL UNDERGROUND UTILITIES SHALL BE LAID SO THAT TRENCHES DO NOT CUT THROUGH ROOT SYSTEMS OF ANY EXISTING TREES TO REMAIN.

EXISTING CONTOURS, TRAILS, VEGETATION, CURB/GUTTER AND OTHER EXISTING ELEMENTS BASED UPON INFORMATION SUPPLIED TO LANDSCAPE ARCHITECT BY OTHERS. CONTRACTOR SHALL VERIFY ANY AND ALL DISCREPANCIES PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT OF SAME.

THE ALIGNMENT AND GRADES OF THE PROPOSED WALKS, TRAILS AND/OR ROADWAYS ARE SUBJECT TO FIELD ADJUSTMENT REQUIRED TO CONFORM TO LOCALIZED TOPOGRAPHIC CONDITIONS AND TO MINIMIZE TREE REMOVAL AND GRADING. ANY CHANGE IN ALIGNMENT MUST BE APPROVED BY LANDSCAPE ARCHITECT.

EROSION CONTROL BLANKET: [redacted]

ALL SEEDED AREAS SHALL RECEIVE MNDOT CATEGORY 1 EROSION CONTROL BLANKET WITH BIODEGRADABLE MATERIALS, NON-FIXED JOINTS, AND LOOSE WEAVE.

CALL BEFORE YOU DIG!
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

NOTE:
EXISTING CONDITIONS INFORMATION SHOWN IS FROM A PARTIAL BOUNDARY AND TOPOGRAPHIC SURVEY PREPARED BY LOUCKS, INC. DATED 10/17/2024.

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JLG architects
710 South 2nd Street, 8th Floor
Minneapolis, MN 55401
phone: (612) 746-4260
www.jlgarchitects.com

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LANDSCAPE ARCHITECTURE
12755 Hwy 55, Suite 9100
Plymouth, MN 55441
763.404.5505
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REVISION SCHEDULE

NO.	DESCRIPTION	DATE

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 Landscape Architect under the laws of the State of Minnesota.

License No. 55254
Date 9/4/2025

Loucks Project No.	19815.0A
Project Lead	JDG
Drawn By	JDG
Checked By	NWG
Revision Date	9/2/2025

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

B

DATE
09/04/2025

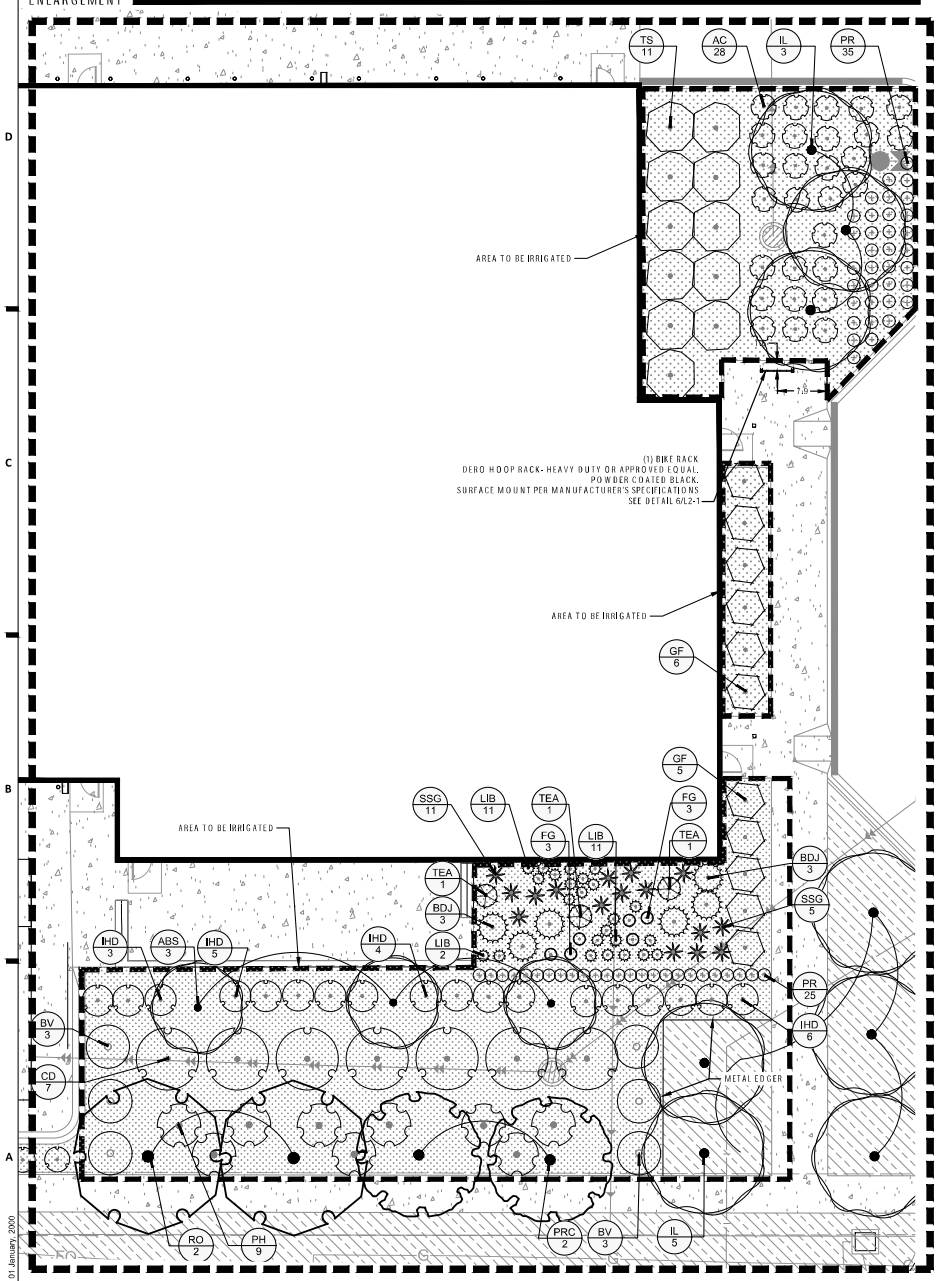
PHASE
CONSTRUCTION DOCUMENTS

PROJECT
22263.01

SHEET
L1-1
LANDSCAPE PLAN

01 January, 2000

ENLARGEMENT



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.	SIZE	
DECIDUOUS TREES							
	SKH	15	GLEDITSIA TRIACANTHOS `SKYCOLE`	SKYLINE HONEYLOCUST	B & B	2.5"CAL	
	RO	18	QUERCUS RUBRA	RED OAK	B & B	2.5"CAL	
		33	SUBTOTAL:				
ORNAMENTAL TREES							
	ABS	13	AMELANCHIER X GRANDIFLORA `AUTUMN BRILLIANCE`	AUTUMN BRILLIANCE SERVICEBERRY	B & B	1.5"CAL	
	PRC	2	MALUS X `PRAIRIE ROSE`	PRAIRIE ROSE CRABAPPLE	B & B	1.5"CAL	
	IL	15	SYRINGA RETICULATA `IVORY SILK`	IVORY SILK TREE LILAC	B & B	1.5"CAL	
		30	SUBTOTAL:				
SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT.	SIZE	SPACING
SHRUBS							
	AC	28	ARONIA MELANOCARPA `MAGIC CARPET`	AUTUMN MAGIC CHOKEBERRY	5 GAL	5' HGT.	48" o.c.
	IHD	16	CORNUS ALBA `BAILHALO` TM	IVORY HALO DOGWOOD	5 GAL	6' HGT.	60" o.c.
	AD	4	CORNUS SERICEA `ARTIC FIRE`	ARCTIC FIRE DOGWOOD	5 GAL	2' HGT	48" o.c.
	CD	7	CORNUS SERICEA `CARDINAL`	CARDINAL DOGWOOD	5 GAL	10' HGT	120" o.c.
	LN	30	PHYSOCARPUS OPULIFOLIUS `LITTLE DEVIL` TM	LITTLE DEVIL NINEBARK	5 GAL	2' HGT	48" o.c.
	PH	9	PINUS SYLVESTRIS 'HILLSIDE CREEPER'	HILLSIDE CREEPER SCOTCH PINE	5 GAL	2' HGT	84" o.c.
	GF	11	RHUS AROMATICA `GRO-LOW`	GRO-LOW FRAGRANT SUMAC	5 GAL	4' HGT	72" o.c.
	TS	13	RHUS TYPHINA `BALTIGER` TM	TIGER EYES SUMAC	5 GAL	8' HGT	96" o.c.
	BV	6	VIBURNUM DENTATUM "BLUE MUFFIN`	BLUE MUFFIN VIBURNUM	5 GAL	7' HGT	84" o.c.
		124	SUBTOTAL:				
PERENNIALS							
	PR	60	RUDBECKIA FULGIDA `POT OF GOLD`	POT OF GOLD RUDBECKIA	1 GAL		24" o.c.
		60	SUBTOTAL:				
CONIFEROUS SHRUBS							
	BDJ	6	JUNIPERUS COMMUNIS DEPRESSA `AMIDAK`	BLUEBERRY DELIGHT JUNIPER	5 GAL	2' HGT	60" o.c.
	TEA	3	THUJA OCCIDENTALIS `BAILJOHN`	TECHNITO ARBORVITAE	5 GAL	6' HGT.	48" o.c.
		9	SUBTOTAL:				
GRASSES							
	FG	6	CALAMAGROSTIS X ACUTIFLORA `KARL FOERSTER`	FEATHER REED GRASS	1 GAL		24" o.c.
	SSG	16	PANICUM VIRGATUM `SHENENDOAH`	SHENANDOAH SWITCH GRASS	1 GAL		36" o.c.
	LIB	24	SCHIZACHYRIUM SCOPARIUM	LITTLE BLUESTEM	1 GAL		24" o.c.
		46	SUBTOTAL:				
SYMBOL	CODE		BOTANICAL NAME	COMMON NAME	CONT.	SIZE	SPACING
GROUND COVERS							
	Hm-1			HARDWOOD MULCH	NONE		
	SEED		TURF SEED W/ MNDOT CAT 10 E.C. BLANKET	TURF SEED	SEED		

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REVISION SCHEDULE

NO.	DESCRIPTION	DATE

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.

License No. 58234
Date 9/4/2025

Loucks Project No. 19615.0A
Project Lead JDG
Drawn By JDG
Checked By NWE
Issuance Date 9/4/2025

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

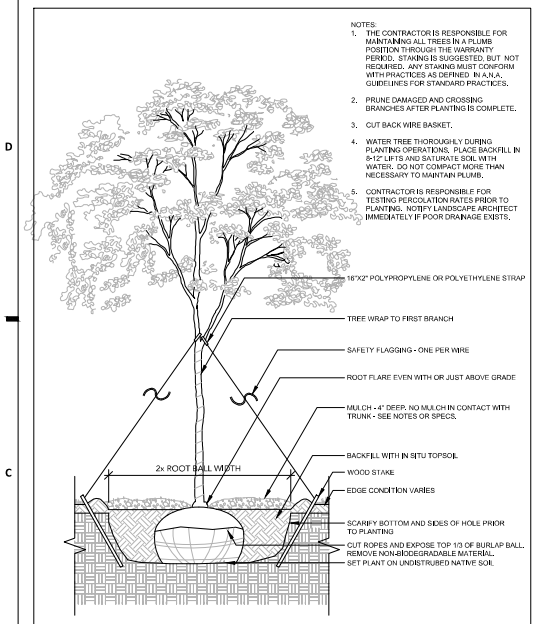
B

DATE
09/04/2025

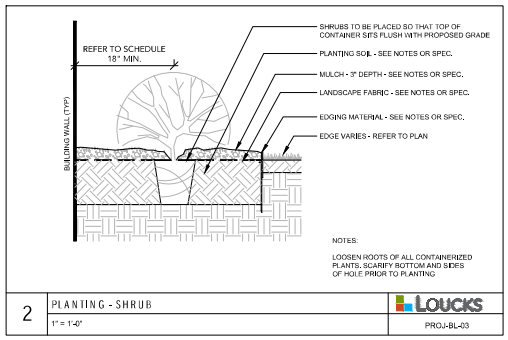
PHASE
CONSTRUCTION DOCUMENTS

PROJECT
22263.01

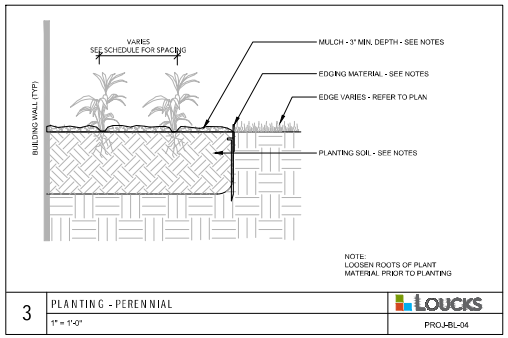
SHEET
L1-2
LANDSCAPE ENLARGEMENT



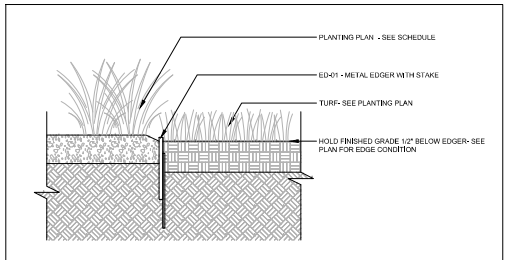
1 | PLANTING - DECIDUOUS TREE | 3/4" = 1'-0" | LOUCKS | PROJ-BL-01



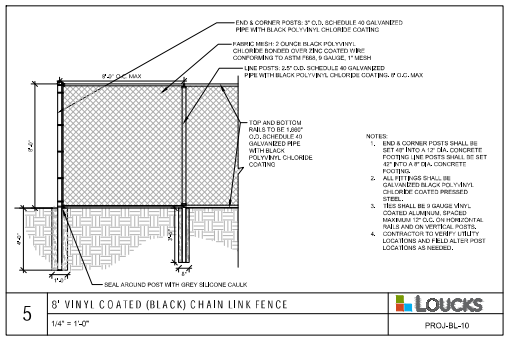
2 | PLANTING - SHRUB | 1" = 1'-0" | LOUCKS | PROJ-BL-03



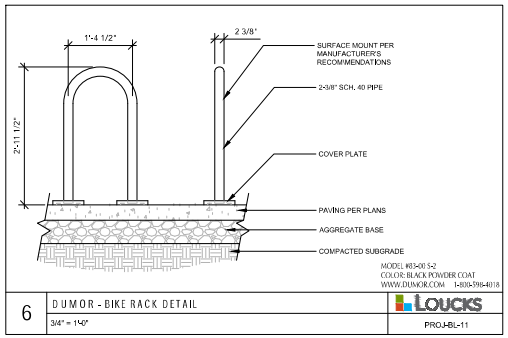
3 | PLANTING - PERENNIAL | 1" = 1'-0" | LOUCKS | PROJ-BL-04



4 | ED-01 - LANDSCAPE EDGER, TYP. | 1 1/2" = 1'-0" | LOUCKS | PROJ-BL-05



5 | 8' VINYL COATED (BLACK) CHAIN LINK FENCE | 1/4" = 1'-0" | LOUCKS | PROJ-BL-10



6 | DUMOR - BIKE RACK DETAIL | 3/4" = 1'-0" | LOUCKS | PROJ-BL-11

LANDSCAPE INSTALLATION:

SOIL & GROUNDCOVER

ALL PLANTING AREAS RECEIVING GROUND COVER PLANTS, PERENNIALS, ANNUALS, AND/OR VINES SHALL RECEIVE A MINIMUM OF 24" DEPTH OF PLANTING SOIL (MNDOT 3877 - 2B OR EQUAL).

WHERE SOD/SEED ABUTS PAVED SURFACES, FINISHED GRADE OF SOD/SEED SHALL BE HELD 1" BELOW SURFACE ELEVATION OF TRAIL, SLAB, CURB, ETC., AND INSTALLED OVER A MIN. 4" TOPSOIL CLEAR OF STONES, ROOTS, GRASS, WEEDS, DEBRIS, AND OTHER FOREIGN NON-ORGANIC MATERIAL.

SOD ALL DESIGNATED AREAS DISTURBED DUE TO GRADING. SOD SHALL BE LAID PARALLEL TO THE CONTOURS AND SHALL HAVE STAGGERED JOINTS. ON SLOPES STEEPER THAN 3:1 OR IN DRAINAGE SWALES, THE SOD SHALL BE STAKED TO THE GROUND.

LANDSCAPE CONTRACTOR SHALL VERIFY THAT SOIL AND COMPACTION CONDITIONS ARE ADEQUATE TO ALLOW FOR PROPER DRAINAGE AT AND AROUND THE BUILDING SITE.

PLANTINGS INFO

ALL PLANT MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN. UNLESS NOTED OTHERWISE, ALL SHRUBS SHALL HAVE AT LEAST 5 CANES AT THE SPECIFIED MINIMUM SHRUB HEIGHT OR WIDTH. ORNAMENTAL TREES SHALL HAVE NO V CROTCHES AND SHALL BEGIN BRANCHING NO LOWER THAN 3' ABOVE ROOT BALL. STREET AND BOULEVARD TREES SHALL BEGIN BRANCHING NO LOWER THAN 5' ABOVE FINISHED GRADE.

ANY CONIFEROUS TREE PREVIOUSLY PRUNED FOR CHRISTMAS TREE SALES SHALL NOT BE USED. ALL CONIFEROUS TREES SHALL BE FULL FORM, NATURAL TO THE SPECIES, WITHOUT PRUNING.

PRIOR TO PLANTING, FIELD VERIFY THAT THE ROOT COLLAR/ROOT FLAIR IS LOCATED AT THE TOP OF THE BALLED & BURLAP TREE. IF THIS IS NOT THE CASE, SOIL SHALL BE REMOVED DOWN TO THE ROOT COLLAR/ROOT FLAIR. WHEN THE BALLED & BURLAP TREE IS PLANTED, THE ROOT COLLAR/ROOT FLAIR SHALL BE EVEN OR SLIGHTLY ABOVE FINISHED GRADE.

ALL PROPOSED PLANTS SHALL BE LOCATED AND STAKED AS SHOWN ON PLAN. ADJUSTMENTS IN LOCATION OF PROPOSED PLANT MATERIALS MAY BE NEEDED IN FIELD. SHOULD AN ADJUSTMENT BE ADVISED, THE LANDSCAPE ARCHITECT MUST BE NOTIFIED.

PLAN TAKES PRECEDENCE OVER PLANT SCHEDULE IF DISCREPANCIES IN QUANTITIES EXIST. SPECIFICATIONS TAKE PRECEDENCE OVER NOTES.

NO PLANT MATERIAL SUBSTITUTIONS WILL BE ACCEPTED UNLESS APPROVAL IS REQUESTED OF THE LANDSCAPE ARCHITECT BY THE LANDSCAPE CONTRACTOR PRIOR TO THE SUBMISSION OF A BID AND/OR QUOTATION.

WRAPPING MATERIAL SHALL BE CORRUGATED PVC PIPING 1" GREATER IN CALIPER THAN THE TREE BEING PROTECTED OR QUALITY, HEAVY, WATERPROOF CREPE PAPER MANUFACTURED FOR THIS PURPOSE. WRAP ALL DECIDUOUS TREES PLANTED IN THE FALL PRIOR TO 12-1 AND REMOVE ALL WRAPPING AFTER 5-1.

FERTILIZER

ALL PLANT MATERIALS SHALL BE FERTILIZED UPON INSTALLATION WITH A 27-3-3 SLOW RELEASE FERTILIZER MIXED IN WITH THE PLANTING SOIL PER THE MANUFACTURER'S INSTRUCTIONS. PLANTS MAY BE TREATED FOR SUMMER AND FALL INSTALLATION WITH AN APPLICATION OF GRANULAR 27-3-3 AT 6 OZ PER 2.5" CALIPER PER TREE AND 3 OZ PER SHRUB WITH AN ADDITIONAL APPLICATION OF 27-3-3 THE FOLLOWING SPRING IN THE TREE SAUCER.

EDGING FOR PLANTING BEDS

BLACK METAL EDGER TO BE USED TO CONTAIN SHRUBS, PERENNIALS, AND ANNUALS WHERE BED MEETS SOD/SEED UNLESS NOTED OTHERWISE.

PLANTING BED PREPARATION

ALL ANNUAL AND PERENNIAL PLANTING BEDS TO RECEIVE 3" DEEP SHREDDED HARDWOOD MULCH WITH NO WEED BARRIER.

ALL SHRUB BED MASSINGS TO RECEIVE 3" DEEP SHREDDED HARDWOOD MULCH AND FIBER MAT WEED BARRIER.

ALL TREES NOT IN PLANTING BEDS TO RECEIVE 4" DEEP SHREDDED HARDWOOD MULCH RING WITH NO MULCH IN DIRECT CONTACT WITH TREE TRUNK.

SPREAD GRANULAR PRE EMERGENT HERBICIDE (PREEN OR EQUAL) PER MANUFACTURER'S RECOMMENDATIONS UNDER ALL MULCHED AREAS.

MAINTENANCE STRIPS TO HAVE EDGER AND MULCH AS SPECIFIED/INDICATED ON DRAWING OR IN SPECIFICATION.

INSPECTION AND WARRANTY

CONTRACTOR SHALL SUBMIT A WRITTEN REQUEST FOR THE OWNER ACCEPTANCE INSPECTION OF ALL LANDSCAPE AND SITE IMPROVEMENTS.

CONTRACTOR IS RESPONSIBLE FOR ON-GOING MAINTENANCE OF ALL NEWLY INSTALLED MATERIALS UNTIL TIME OF OWNER ACCEPTANCE. ANY ACTS OF VANDALISM OR DAMAGE WHICH MAY OCCUR PRIOR TO OWNER ACCEPTANCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL PROVIDE THE OWNER WITH A MAINTENANCE PROGRAM INCLUDING, BUT NOT NECESSARILY LIMITED TO, PRUNING, FERTILIZATION AND DISEASE/PEST CONTROL.

CONTRACTOR SHALL GUARANTEE NEW PLANT MATERIAL THROUGH ONE CALENDAR YEAR FROM THE DATE OF OWNER ACCEPTANCE.

WARRANTY (ONE FULL GROWING SEASON) FOR LANDSCAPE MATERIALS SHALL BEGIN ON THE DATE OF ACCEPTANCE BY THE LANDSCAPE ARCHITECT AFTER THE COMPLETION OF PLANTING OF ALL LANDSCAPE MATERIALS. NO PARTIAL ACCEPTANCE WILL BE CONSIDERED.

TIMING OF INSTALLATION

UNLESS NOTED OTHERWISE THE APPROPRIATE DATES FOR SPRING PLANT MATERIAL INSTALLATION AND SEED/SOD PLACEMENT IS FROM THE TIME GROUND HAS THAWED TO JUNE 15.

FALL SODDING IS GENERALLY ACCEPTABLE FROM AUGUST 15 - NOVEMBER 1. FALL SEEDING FROM AUGUST 15 - SEPTEMBER 15; DORMANT SEEDING IN THE FALL SHALL NOT OCCUR PRIOR TO NOVEMBER 1. FALL CONIFEROUS PLANTING MAY OCCUR FROM AUGUST 15 - OCTOBER 1 AND DECIDUOUS PLANTING FROM THE FIRST FROST UNTIL NOVEMBER 15. PLANTING OUTSIDE THESE DATES IS NOT RECOMMENDED. ANY ADJUSTMENT MUST BE APPROVED IN WHITING BY THE LANDSCAPE ARCHITECT.

TREES ARE NOT TO BE PRUNED, REMOVED OR TRANSPLANTED BETWEEN APRIL 15 AND JULY 1. NOTIFY LANDSCAPE ARCHITECT IF THESE DATES ARE UNAVOIDABLE.

NOTE:
EXISTING CONDITIONS INFORMATION SHOWN IS FROM A SURVEY PREPARED BY W. BROWN LAND SURVEYING, INC., DATED 06/25/2024.

LANDSCAPE INSTALLATION:

GENERAL NOTES

COORDINATE THE PHASES OF CONSTRUCTION AND PLANTING INSTALLATION WITH OTHER CONTRACTORS WORKING ON SITE.

NO PLANTING WILL BE INSTALLED UNTIL COMPLETE GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.

ALL PLANTS TO BE INSTALLED AS PER PLANTING DETAILS. REMOVE ALL FLAGGING AND LABELS FROM PLANTS.

IF THE LANDSCAPE CONTRACTOR IS CONCERNED OR PERCEIVES ANY DEFICIENCIES IN THE PLANT SELECTIONS, SOIL CONDITIONS OR ANY OTHER SITE CONDITION WHICH MIGHT NEGATIVELY AFFECT PLANT ESTABLISHMENT, SURVIVAL OR GUARANTEE, HE MUST BRING THESE DEFICIENCIES TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO PROCUREMENT AND/OR INSTALLATION.

PROTECT ALL EXISTING TREES ON SITE SCHEDULED TO REMAIN. IF EXISTING TREES ARE DAMAGED IN ANY MANNER, ABOVE OR BELOW GROUND IN THE ROOT SYSTEM, AN ASPHALTIC TREE PRUNING PAINT SHOULD BE APPLIED IMMEDIATELY AFTER WOUNDING.

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REVISION SCHEDULE

NO.	DESCRIPTION	DATE

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 Landscape Architect under the laws of the State of Minnesota.

License No. 59254
Date 9/4/2025

Loucks Project No. 19815-0A
Project Lead JDQ
Drawn By JDQ
Checked By MWE
Revision Date 9/3/2025

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

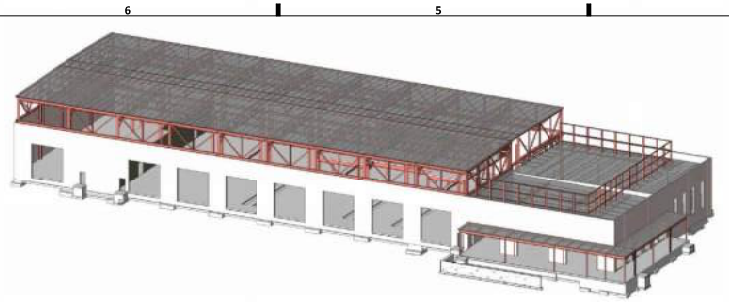
B

DATE
09/04/2025

PHASE
CONSTRUCTION DOCUMENTS

PROJECT
22263.01

SHEET
L2-1
LANDSCAPE DETAILS



SHEET LIST	
SHEET #	SHEET NAME
S002	GENERAL STRUCTURAL NOTES
S003	GENERAL STRUCTURAL NOTES
S101	MEZZANINE LOAD MAP PLAN
S102	ROOF LOAD MAP PLAN
S201	FOUNDATION PLAN - OVERALL
S201A	FOUNDATION PLAN - WEST
S201B	FOUNDATION PLAN - EAST
S202	LOW ROOF AND MEZZANINE PLAN - OVERALL
S202A	LOW ROOF AND MEZZANINE FRAMING PLAN - WEST
S202B	LOW ROOF AND MEZZANINE FRAMING PLAN - EAST
S203	ROOF PLAN - OVERALL
S203A	ROOF FRAMING PLAN - WEST
S203B	ROOF FRAMING PLAN - EAST
S221	PARTIAL PLANS
S301	BUILDING ELEVATIONS

SHEET LIST	
SHEET #	SHEET NAME
S302	TRUSS ELEVATIONS
S303	TRUSS ELEVATIONS AND CONNECTION DETAILS
S304	TRUSS CONNECTION DETAILS
S401	FOUNDATION SCHEDULES AND TYPICAL DETAILS
S402	FOUNDATION SCHEDULES AND TYPICAL DETAILS
S403	MASONRY SCHEDULES AND TYPICAL DETAILS
S404	MASONRY SCHEDULES AND TYPICAL DETAILS
S405	STEEL SCHEDULES AND TYPICAL DETAILS
S406	STEEL SCHEDULES AND TYPICAL DETAILS
S407	STEEL SCHEDULES AND TYPICAL DETAILS
S501	FOUNDATION DETAILS
S502	FOUNDATION DETAILS
S701	FRAMING DETAILS
S702	FRAMING DETAILS
S703	FRAMING DETAILS

STRUCTURAL ABBREVIATIONS:

A	
ADDL	ADDITIONAL
ADJ	ADJACENT
ALT	ALTERNATE
ALUM	ALUMINUM
AR	ANCHOR ROD
ARCH	ARCHITECT
B	
BDE	BOTTOM OF DECK ELEVATION
BFE	BOTTOM OF FOOTING ELEVATION
BM	BEAM
BOL	BOTTOM OF LINTEL
BOT	BOTTOM
BP	BEARING PLATE / BASE PLATE
BR	BOTTOM REINFORCING
BTWN	BETWEEN
C	
CA	COLUMN ABOVE
CANTL	CANTILEVER
CB	COLUMN BELOW
CFS	COLD-FORMED STEEL
CGS	CENTER OF GRAVITY STRAND
CIP	CAST IN PLACE
CJ	CONTROL JOINT
CJP	COMPLETE JOINT PENETRATION
CL	CENTER LINE
CLR	CLEAR
CLT	CROSS LAMINATED TIMBER
CMU	CONCRETE MASONRY UNIT
COL	COLUMN
CONC	CONCRETE
CONN(S)	CONNECTION(S)
CONST	CONSTRUCTION
CONT	CONTINUOUS
COSP	CODE OF STANDARD PRACTICE
D	
d	NAIL DIAMETER
db	BAR DIAMETER
DBA	DEFORMED BAR ANCHOR
DBL	DOUBLE
DEG	DEGREE
DEMO	DEMOLITION
DF	DOUGLAS FIR-LARCH
DIA	DIAMETER
DIAG	DIAGONAL
DIM	DIMENSION
DL	DEAD LOAD
DLT	DOWEL LAMINATED TIMBER
E	
EA	EACH
EF	EACH FACE
EL	ELEVATION
ELEC	ELECTRICAL
ELEV	ELEVATOR
EJ	EXPANSION JOINT
EMBED	EMBEDMENT
EQ	EQUAL
EQUIP	EQUIPMENT
ES	EACH SIDE
EW	EACH WAY
E-W	EAST - WEST DIRECTION
(E)	EXISTING
EXP	EXPANSION
F	
FDN	FOUNDATION
FD	FLOOR DRAIN
FFE	FINISHED FLOOR ELEVATION
FLR	FLOOR
FS	FOOTING STEP
FT	FEET
FTG	FOOTING
FV	FIELD VERIFY

G	
GA	GAGE/GAUGE
GALV	GALVANIZED
GB	GRADE BEAM
GC	GENERAL CONTRACTOR
GLB	GLUE LAMINATED BEAM
GLC	GLUE LAMINATED COLUMN
GLT	GLUE LAMINATED TIMBER
GR	GRADE
GSN	GENERAL STRUCTURAL NOTES
GWB	GYPSUM WALL BOARD
H	
HK	HOOK
HORIZ	HORIZONTAL
HSA	HEADED STUD ANCHOR
HSS	HOLLOW STRUCTURAL SHAPE
HT	HEIGHT
I	
ID	INSIDE DIAMETER
INCL	INCLUDE
ISF	INSIDE FACE
J	
JT	JOINT
JBE	JOIST BEARING ELEVATION
K	
K	KIPS
KLF	KIPS PER LINEAL FOOT
KSF	KIPS PER SQUARE FOOT
KSI	KIPS PER SQUARE INCH
KO	KNOCK OUT
L	
LB(S)	POUND(S)
LL	LIVE LOAD
LLH	LONG LEG HORIZONTAL
LLV	LONG LEG VERTICAL
LONG	LONGITUDINAL
LSL	LAMINATED STRAND LUMBER
LSH	LONG SIDE HORIZONTAL
LSV	LONG SIDE VERTICAL
LWT	LIGHT WEIGHT
LVL	LAMINATED VENEER LUMBER
M	
MAX	MAXIMUM
MECH	MECHANICAL
MEP	MECHANICAL, ELECTRICAL & PLUMBING
MEZZ	MEZZANINE
MFR	MANUFACTURER
MIN	MINIMUM
MISC	MISCELLANEOUS
MSR	MACHINE STRESS RATED
MTL	METAL
N	
NIC	NOT IN CONTRACT
N-S	NORTH - SOUTH DIRECTION
NLT	NAIL LAMINATED TIMBER
NTS	NOT TO SCALE
NWT	NORMAL WEIGHT
O	
OC	ON CENTER
OD	OUTSIDE DIAMETER
OSF	OUTSIDE FACE
OPNG	OPENING
OPP	OPPOSITE
O/O	OUT TO OUT
P	
PAF	POWER ACTUATED FASTENER
PC	PRECAST CONCRETE
PL	PLATE
PLF	POUNDS PER LINEAL FOOT
PLYWD	PLYWOOD
PRE FAB	PREFABRICATED
PROJ	PROJECTION
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PSL	PARALLEL STRAND LUMBER
PT	POST TENSIONED

Q	
QTY	QUANTITY
R	
R	RADIUS
RD	ROOF DRAIN
REF	REFERENCE
REINF	REINFORCEMENT/REINFORCING
REQD	REQUIRED
REV	REVISION
RO	ROUGH OPENING
RSS	RUGGED STRUCTURAL SCREW
RTU	ROOF TOP UNIT
S	
SB	SOIL BORING
SC	SLIP CRITICAL
SCHED	SCHEDULE
SER	STRUCTURAL ENGINEER OF RECORD
SF	SQUARE FOOT
SIM	SIMILAR
SL	SNOW LOAD
SOG	SLAB ON GRADE
SPA	SPACES
SPEC	SPECIFICATION
SPF	SPRUCE PINE FIR
SS	STAINLESS STEEL
SSLT	SHORT-SLOT LOAD TRANSVERSE
STD	STANDARD
STIFF	STIFFENER
STL	STEEL
STRUCT	STRUCTURE / STRUCTURAL
SYM	SYMMETRICAL
SYP	SOUTHERN YELLOW PINE
T	
T/G	TONGUE AND GROOVED
TBE	TOP OF BEAM ELEVATION
TDE	TOP OF DECK ELEVATION
TEMP	TEMPORARY
TFE	TOP OF FOOTING ELEVATION
TGBE	TOP OF GRADE BEAM ELEVATION
TPCE	TOP OF PILE CAP ELEVATION
TPCPE	TOP OF PRECAST PLANK ELEVATION
TPE	TOP OF PIER ELEVATION
TR	TOP REINFORCING
TRANS	TRANSVERSE
TSE	TOP OF SHEATHING ELEVATION
TSE	TOP OF SLAB ELEVATION
TSE	TOP OF SUBFLOOR ELEVATION
TWE	TOP OF WALL ELEVATION
TYP	TYPICAL
U	
UNO	UNLESS NOTED OTHERWISE
URM	UNREINFORCED MASONRY
V	
VERT	VERTICAL
W	
W/	WITH
W/O	WITHOUT
WD	WOOD
WF	WIDE FLANGE
WL	WIND LOAD
WP	WORK POINT
WT	WEIGHT
WWR	WELDED WIRE REINFORCING

MARKS AND SYMBOLS LEGEND:

MARKS:

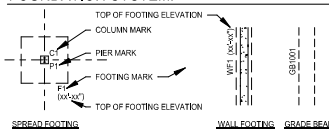
B1001	CONCRETE BEAM MARK NUMBER
B1001-PT	POST TENSIONED CONCRETE BEAM MARK NUMBER
BP1	BEARING / BASE PLATE MARK NUMBER
BRF1	BRACE FRAME MARK NUMBER
BR1	MILD STEEL BOTTOM REINFORCING MARK NUMBER
C1	COLUMN MARK NUMBER
CC1	CONCRETE COLUMN MARK NUMBER
CW1	CONCRETE WALL NUMBER
D1	STEEL DECK MARK NUMBER
DC1	DROP CAPITAL MARK NUMBER
DP1	DRILLED PIER MARK NUMBER
DPC1	DRILLED PIER CAP NUMBER
EP1	EMBEDDED PLATE MARK NUMBER
F1	SPREAD FOOTING MARK NUMBER
GB1	GRADE BEAM MARK NUMBER
H1	HEADER MARK NUMBER
HCP	HOLLOW CORE PLANK
HD1	HOLD DOWN MARK NUMBER
J10	JOIST MARK NUMBER
L1	LINTEL MARK NUMBER
MC1	MASONRY COLUMN MARK NUMBER
MF1	MOMENT FRAME MARK NUMBER
MW1	MASONRY WALL NUMBER
P1	PIER MARK NUMBER
PC1	PILE CAP MARK NUMBER
RD1	ROOF DECK MARK NUMBER
S1	SLAB MARK NUMBER
SC1	STEEL COLUMN MARK NUMBER
SR1	STUD RAIL REINFORCING MARK NUMBER
SW1	SHEAR WALL MARK NUMBER
T1	TRUSS MARK NUMBER
TR1	MILD STEEL TOP REINFORCING MARK NUMBER
W1	WALL MARK NUMBER
WC1	WOOD COLUMN MARK NUMBER
WF1	WALL FOOTING MARK NUMBER
WO1	WEB OPENING

GENERAL SYMBOLS:

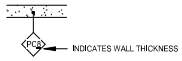
- APPROXIMATE LOCATION OF DRAIN TILE
- MATCH LINE
- LINE OF DEMOLITION
- SLAB STEP LOCATION WITH ELEVATIONS
- SLAB STEP LOCATION
- CHANGE IN SLAB SLOPE
- CHANGE IN SLAB THICKNESS
- KEYNOTE MARK NUMBER
- NEW BUILDING GRID LINE
- EXISTING BUILDING GRID LINE
- ELEVATION MARKER
- SHADED AREA INDICATES CUT THROUGH EXISTING CONSTRUCTION
- SHADED AREA INDICATES PROJECTION OF EXISTING CONSTRUCTION
- WALL MARK NUMBER OR WALL TYPE
- APPROXIMATE LOCATION OF UTILITY PIPE PENETRATION THROUGH FOUNDATION WALL
- FOOTING STEP LOCATION
- APPROXIMATE LOCATION OF SOIL BORING
- COMPRESSION PILE
- TENSION / COMPRESSION PILE
- TEST PILE
- SPAN DIRECTION OF ELEMENT
- EXTENT OF ELEMENT
- CONTINUOUS EXTENT OF ELEMENT
- DETAIL CALLOUT
- ELEVATION CALLOUT

PLAN SYMBOLS LEGEND:

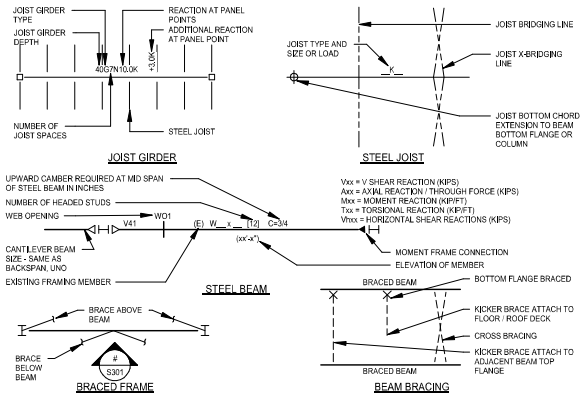
FOUNDATION SYSTEM:



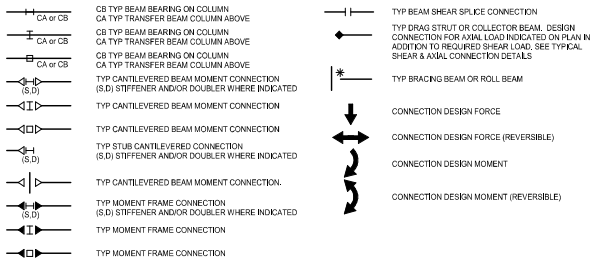
PRECAST CONCRETE FRAMING SYSTEM:



STEEL FRAMING SYSTEM:



TYPICAL STEEL CONNECTION SYMBOLS:



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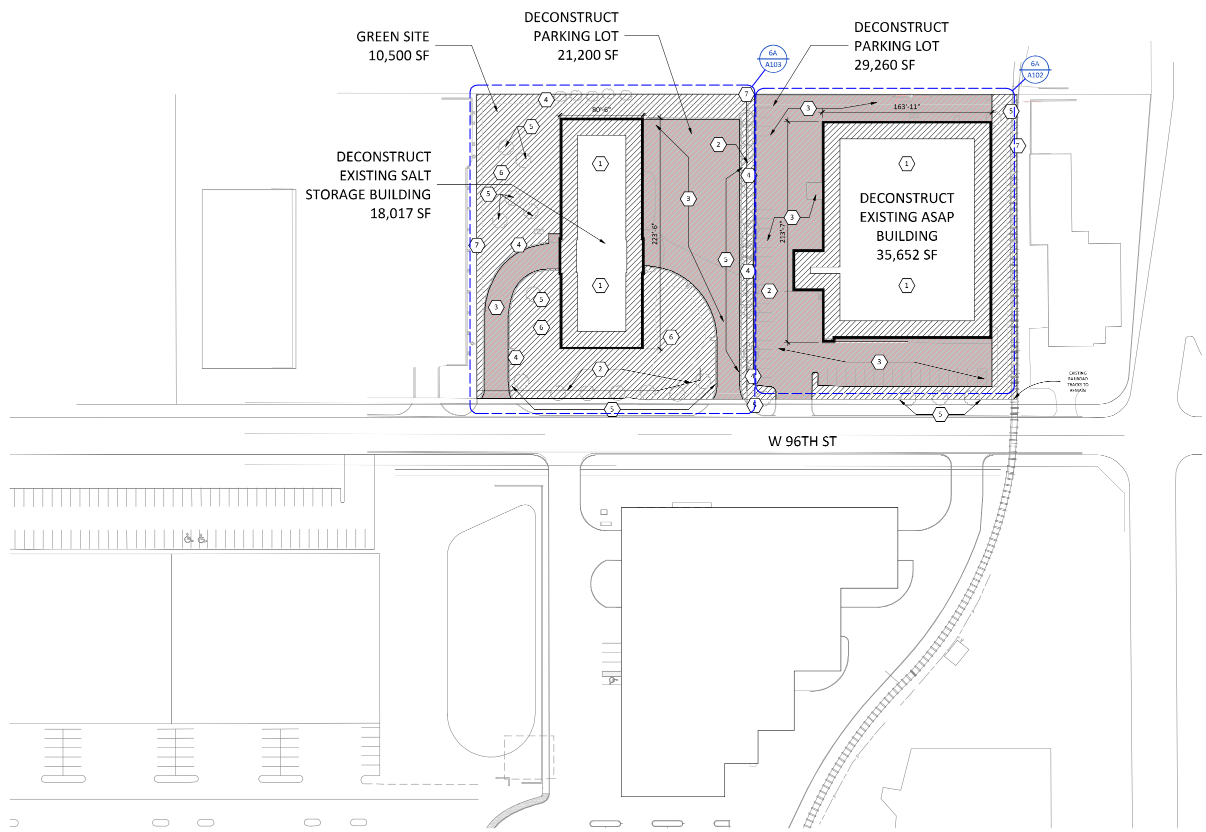
MBJ
MBJ Project #: 24.901.0
PROFESSIONAL ENGINEER
I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the state of Minnesota
Benjamin W. Helmer
Print Name:
Signature:
Date: 09/04/2025
License #: 57144

REVISION SCHEDULE

NO.	DESCRIPTION	DATE

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

DATE: 09/04/2025
PHASE: CONSTRUCTION DOCUMENTS
PROJECT: 22263.01
SHEET: S001
LEGEND SHEET



6A
A101

DECONSTRUCTION PLAN - OVERALL

SCALE: 1" = 60'-0"

KEYNOTES - DECONSTRUCTION

NO	NOTE	REV.
1	REMOVE STRUCTURE IN ITS ENTIRETY, INCLUDING FOUNDATIONS.	
2	REMOVE FENCE AND FOUNDATION IN ITS ENTIRETY.	
3	REMOVE ASPHALT PAVING; REFER TO CIVIL.	
4	REMOVE EXISTING LIGHT POST AND FOUNDATION IN ITS ENTIRETY; REFER TO ELECTRICAL.	
5	REMOVE EXISTING TREES AND STUMP/LANDSCAPING	
6	REFER TO CIVIL FOR SITE REMOVALS.	
7	REFER TO CIVIL FOR UTILITY LINE CAPS AND REMOVALS	

STRUCTURE CONSTRUCTION NARRATIVE - SALT SHED

1. EXISTING BUILDING IS A 1 STORY, WOOD-FRAMED SALT/SAND STORAGE STRUCTURE.
2. ROOF: SLOPED SINGLE ROOF WITH SKYLIGHT PANELS.
3. DEMOLITION INCLUDES REMOVAL OF ALL OVERHEAD DOORS AND TRACK.
4. BUILDING IS CLAD WITH LAP SIDING AND PREFINISHED METAL PANELS.

GENERAL NOTES - DECONSTRUCTION

A. OWNER WILL OCCUPY PORTIONS OF THE SALT STORAGE BUILDING IMMEDIATELY ADJACENT TO AREAS OF SELECTIVE DECONSTRUCTION. CONDUCT SELECTIVE DEMOLITION WORK IN MANNER THAT WILL MINIMIZE NEED FOR DISRUPTION OF OWNER'S NORMAL OPERATIONS. REFER TO SPECIFICATIONS FOR MINIMUM ADVANCE NOTICE TO OWNER.
B. PROVIDE TEMPORARY BARRICADES AND OTHER FORMS OF PROTECTION TO PROTECT OWNER'S PERSONNEL AND GENERAL PUBLIC FROM INJURY DUE TO SELECTIVE DEMOLITION WORK.
C. PROVIDE 1 - HOUR FIRE RESISTANT CONSTRUCTION BARRIERS WHERE REQ'D TO PROTECT EXISTING CONSTRUCTION AND OWNERS OPERATIONS.
D. COVER AND PROTECT EQUIPMENT, AND FIXTURES FROM SOILAGE OR DAMAGE WHEN DECONSTRUCTION WORK IS PERFORMED IN AREAS WHERE SUCH ITEMS HAVE NOT BEEN REMOVED.
E. PRIOR TO CUTTING EXISTING CONSTRUCTION, LOCATE AND IDENTIFY SERVICES TO REMAIN IN OPERATION, INCLUDING ALL FLOOR PENETRATIONS. UNDOCUMENTED CONDITIONS, UTILITY RISERS, ETC. AND ANY WALLS THAT CONTAIN LIFE SAFETY VERTICAL RISERS THAT MUST REMAIN IN OPERATION DURING THE DECONSTRUCTION WORK.
F. CONTRACTOR SHALL VERIFY ALL EXISTING BUILDING DIMENSIONS, PARTITION AND WALL LOCATIONS AND FLOOR ELEVATIONS IN FIELD AND NOTIFY THE OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES BEFORE THE START OF WORK.
G. WHEN UNANTICIPATED MECHANICAL, ELECTRICAL, OR STRUCTURAL ELEMENTS THAT CONFLICT WITH INTENDED FUNCTION OF DESIGN ARE ENCOUNTERED,INVESTIGATE AND MEASURE BOTH NATURE AND EXTENT OF THE CONFLICT AND NOTIFY OWNER'S REPRESENTATIVE.
H. MAINTAIN EXISTING UTILITIES INDICATED TO REMAIN IN SERVICE AND PROTECT THEM AGAINST DAMAGE DURING DECONSTRUCTION OPERATIONS. DO NOT INTERRUPT UTILITIES SERVING OCCUPIED OR USED FACILITIES, EXCEPT WHEN AUTHORIZED IN WRITING BY AUTHORITIES HAVING JURISDICTION.
I. REPAIR DECONSTRUCTION PERFORMED IN EXCESS OF THAT REQ'D. RETURN ELEMENTS OF CONSTRUCTION AND SURFACES TO REMAIN, TO THE CONDITION EXISTING PRIOR TO START OF OPERATIONS. REPAIR ADJACENT CONSTRUCTION OR SURFACES SOILED OR DAMAGED BY SELECTIVE DECONSTRUCTION.
J. PROVIDE SHORING, BRACING AND ANY OTHER MEANS REQ'D TO PROTECT AND MAINTAIN THE SAFETY, INTEGRITY AND STABILITY OF ALL EXISTING AND NEW CONSTRUCTION.
K. REMOVAL OF ITEMS NOTED INCLUDES REMOVAL OF ANCHORS, ADHESIVES, HARDWARE, CONDUIT, WIRE, PIPING, ETC. FOR A COMPLETE REMOVAL OF THE ITEMS OR SYSTEMS.
L. SEE MECHANICAL, CIVIL, AND ELECTRICAL DECONSTRUCTION DRAWINGS FOR ADDITIONAL SCOPE OF DECONSTRUCTION WORK.
M. DECONSTRUCTION OF ANY EXISTING CONSTRUCTION SHALL INCLUDE WHAT IS NECESSARY AND REQ'D TO ACCOMMODATE THE REQUIREMENTS OF NEW CONSTRUCTION. REFER TO THE APPROPRIATE DRAWINGS AS TO THE EXTENT OF NEW CONSTRUCTION TO REMAIN.
N. ALL DECONSTRUCTION SHALL COMPLY WITH APPLICABLE LOCAL CODES AND STATE CODES AND ORDINANCES.
O. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS

SITE DECONSTRUCTION LEGEND

- EXISTING OBJECT TO BE REMOVED
- EXISTING ASPHALT TO BE REMOVED
XX - DECONSTRUCTION KEYNOTE

ALL DECONSTRUCTION WORK REQUIRED IS NOT NECESSARILY LIMITED TO WHAT IS SHOWN ON THE DECONSTRUCTION PLANS. THE INTENT IS TO REMOVE ALL MECHANICAL, ELECTRICAL AND ARCHITECTURAL ITEMS AS REQUIRED TO FACILITATE NEW CONSTRUCTION.

REFER TO FINISH SCHEDULE FOR ADDITIONAL FINISH WORK REQUIRED IN OTHER AREAS THAT ARE NOT DOCUMENTED TO RECEIVE AND DECONSTRUCTION/REMOVAL WORK INDICATED ON DECONSTRUCTION PLANS (TYPICAL).

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REVISION SCHEDULE

NO.	DESCRIPTION	DATE

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

MICHAEL W. SCHELLIN	43591	9/4/2025
	REG. NO.	DATE

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

DATE
06/03/25

PHASE
CONSTRUCTION DOCUMENTS

PROJECT
22263.01

SHEET
A101

OVERALL DECONSTRUCTION PLAN

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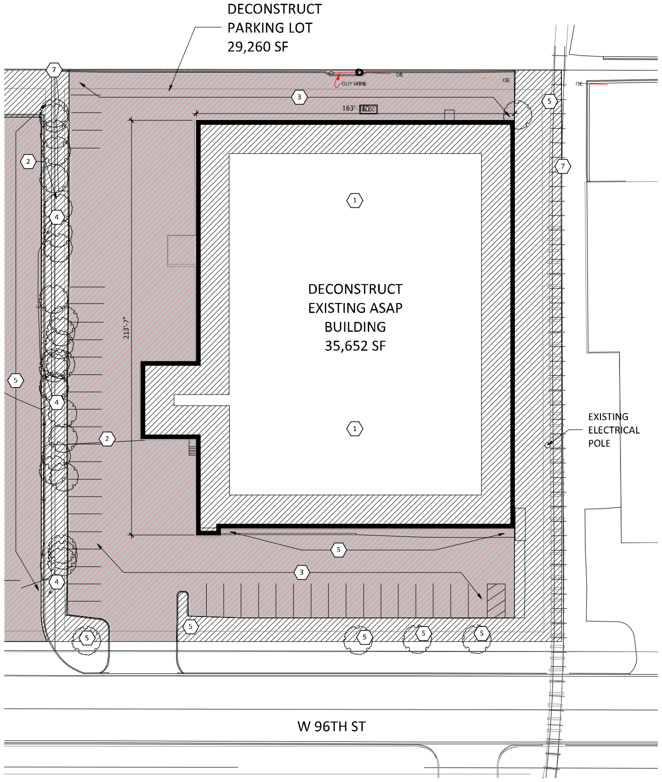

6A A102 DECONSTRUCTION PLAN - ASAP BUILDING
SCALE: 1/32" = 1'-0"

3D A102 ASAP PRINTING BUILDING - EAST
NOT TO SCALE

3C A102 ASAP PRINTING BUILDING - WEST
NOT TO SCALE

3B A102 ASAP PRINTING BUILDING - SOUTH
NOT TO SCALE

3A A102 ASAP PRINTING BUILDING - NORTH
NOT TO SCALE

KEYNOTES - DECONSTRUCTION

NO	NOTE	REV.
1	REMOVE STRUCTURE IN ITS ENTIRETY, INCLUDING FOUNDATIONS.	
2	REMOVE FENCE AND FOUNDATION IN ITS ENTIRETY.	
3	REMOVE ASPHALT PAVING; REFER TO CIVIL.	
4	REMOVE EXISTING LIGHT POST AND FOUNDATION IN ITS ENTIRETY; REFER TO ELECTRICAL.	
5	REMOVE EXISTING TREES AND STUMP/LANDSCAPING	
6	REFER TO CIVIL FOR SITE REMOVALS.	
7	REFER TO CIVIL FOR UTILITY LINE CAPS AND REMOVALS	

STRUCTURE CONSTRUCTION NARRATIVE

1. EXISTING BUILDING IS A 1 STORY, CMU BLOCK STRUCTURE.
2. FLOOR: CONCRETE SLAB ON GRADE.
3. ROOF: METAL BAR JOISTS WITH METAL DECK AND
4. DECONSTRUCTION INCLUDES REMOVAL OF AN INTERIOR 2 1/2 TON CRANE AND HOIST BEAM. CRANE TO BE RETURNED TO OWNER.
5. BUILDING HAS TWO OVERHEAD DOOR LOADING DOCK AREA THAT WILL BE REMOVED.
6. MECHANICAL: ALL UNITS ARE ROOFTOP UNITS TO BE REMOVED.
7. REMOVE AND CAP OFF ALL GAS PIPING. 5'-0" OUTSIDE OF THE EXISTING BUILDING.
8. EXISTING ELECTRICAL SERVICE POLE TO REMAIN.

GENERAL NOTES - DECONSTRUCTION

A. OWNER WILL OCCUPY PORTIONS OF THE SALT STORAGE BUILDING IMMEDIATELY ADJACENT TO AREAS OF SELECTIVE DECONSTRUCTION. CONDUCT SELECTIVE DEMOLITION WORK IN MANNER THAT WILL MINIMIZE NEED FOR DISRUPTION OF OWNER'S NORMAL OPERATIONS. REFER TO SPECIFICATIONS FOR MINIMUM ADVANCE NOTICE TO OWNER.
B. PROVIDE TEMPORARY BARRICADES AND OTHER FORMS OF PROTECTION TO PROTECT OWNER'S PERSONNEL AND GENERAL PUBLIC FROM INJURY DUE TO SELECTIVE DEMOLITION WORK.
C. PROVIDE 1 - HOUR FIRE RESISTANT CONSTRUCTION BARRIERS WHERE REQ'D TO PROTECT EXISTING CONSTRUCTION AND OWNERS OPERATIONS.
D. COVER AND PROTECT EQUIPMENT, AND FIXTURES FROM SOILAGE OR DAMAGE WHEN DECONSTRUCTION WORK IS PERFORMED IN AREAS WHERE SUCH ITEMS HAVE NOT BEEN REMOVED.
E. PRIOR TO CUTTING EXISTING CONSTRUCTION, LOCATE AND IDENTIFY SERVICES TO REMAIN IN OPERATION, INCLUDING ALL FLOOR PENETRATIONS. UNDOCUMENTED CONDITIONS, UTILITY RISERS, ETC. AND ANY WALLS THAT CONTAIN LIFE SAFETY VERTICAL RISERS THAT MUST REMAIN IN OPERATION DURING THE DECONSTRUCTION WORK.
F. CONTRACTOR SHALL VERIFY ALL EXISTING BUILDING DIMENSIONS, PARTITION AND WALL LOCATIONS AND FLOOR ELEVATIONS IN FIELD AND NOTIFY THE OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES BEFORE THE START OF WORK.
G. WHEN UNANTICIPATED MECHANICAL, ELECTRICAL, OR STRUCTURAL ELEMENTS THAT CONFLICT WITH INTENDED FUNCTION OF DESIGN ARE ENCOUNTERED,INVESTIGATE AND MEASURE BOTH NATURE AND EXTENT OF THE CONFLICT AND NOTIFY OWNER'S REPRESENTATIVE.
H. MAINTAIN EXISTING UTILITIES INDICATED TO REMAIN IN SERVICE AND PROTECT THEM AGAINST DAMAGE DURING DECONSTRUCTION OPERATIONS. DO NOT INTERRUPT UTILITIES SERVING OCCUPIED OR USED FACILITIES, EXCEPT WHEN AUTHORIZED IN WRITING BY AUTHORITIES HAVING JURISDICTION.
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L. SEE MECHANICAL, CIVIL, AND ELECTRICAL DECONSTRUCTION DRAWINGS FOR ADDITIONAL SCOPE OF DECONSTRUCTION WORK.
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O. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS

SITE DECONSTRUCTION LEGEND

- EXISTING OBJECT TO BE REMOVED
- EXISTING ASPHALT TO BE REMOVED
XX - DECONSTRUCTION KEYNOTE

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REVISION SCHEDULE

NO.	DESCRIPTION	DATE

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MICHAEL W. SCHELLIN	43591	9/4/2025
	REG. NO.	DATE

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

DATE
06/03/25
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CONSTRUCTION DOCUMENTS
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22263.01
SHEET
A102
DECONSTRUCTION PLAN - ASAP BUILDING

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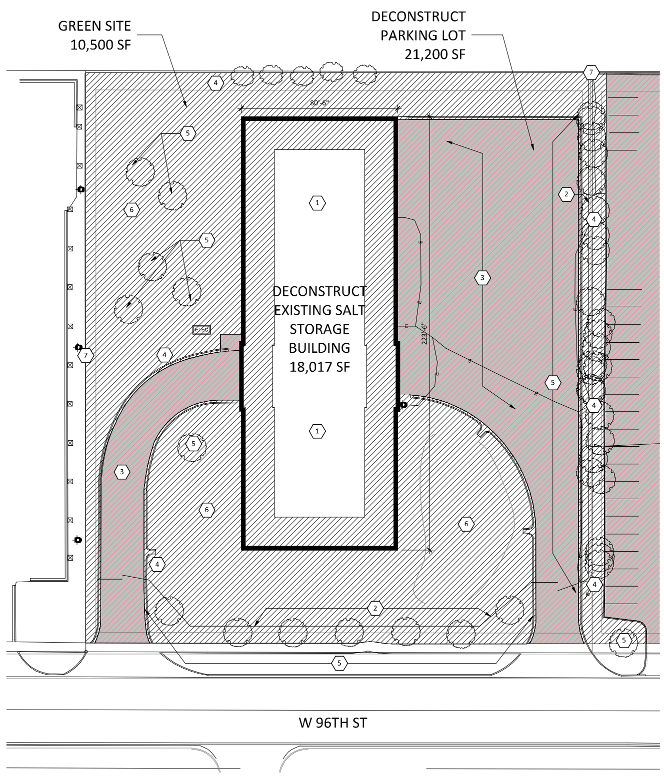

6A
A103
DECONSTRUCTION PLAN - SALT SHED
SCALE: 1/32" = 1'-0"

3C
A103
SALT SHED - WEST
NOT TO SCALE

3B
A103
SALT SHED - EAST
NOT TO SCALE

3A
A103
SALT SHED - NORTH
NOT TO SCALE

KEYNOTES - DECONSTRUCTION

NO	NOTE	REV.
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2	REMOVE FENCE AND FOUNDATION IN ITS ENTIRETY.	
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STRUCTURE CONSTRUCTION NARRATIVE - SALT SHED

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GENERAL NOTES - DECONSTRUCTION

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M. DECONSTRUCTION OF ANY EXISTING CONSTRUCTION SHALL INCLUDE WHAT IS NECESSARY AND REQ'D TO ACCOMMODATE THE REQUIREMENTS OF NEW CONSTRUCTION. REFER TO THE APPROPRIATE DRAWINGS AS TO THE EXTENT OF NEW CONSTRUCTION TO REMAIN.
N. ALL DECONSTRUCTION SHALL COMPLY WITH APPLICABLE LOCAL CODES AND STATE CODES AND ORDINANCES.
O. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS

SITE DECONSTRUCTION LEGEND

- EXISTING OBJECT TO BE REMOVED
- EXISTING ASPHALT TO BE REMOVED
- DECONSTRUCTION KEYNOTE (XX)

ALL DECONSTRUCTION WORK REQUIRED IS NOT NECESSARILY LIMITED TO WHAT IS SHOWN ON THE DECONSTRUCTION PLANS. THE INTENT IS TO REMOVE ALL MECHANICAL, ELECTRICAL AND ARCHITECTURAL ITEMS AS REQUIRED TO FACILITATE NEW CONSTRUCTION.

REFER TO FINISH SCHEDULE FOR ADDITIONAL FINISH WORK REQUIRED IN OTHER AREAS THAT ARE NOT DOCUMENTED TO RECEIVE AND DECONSTRUCTION/REMOVAL WORK INDICATED ON DECONSTRUCTION PLANS (TYPICAL).

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REVISION SCHEDULE

NO.	DESCRIPTION	DATE

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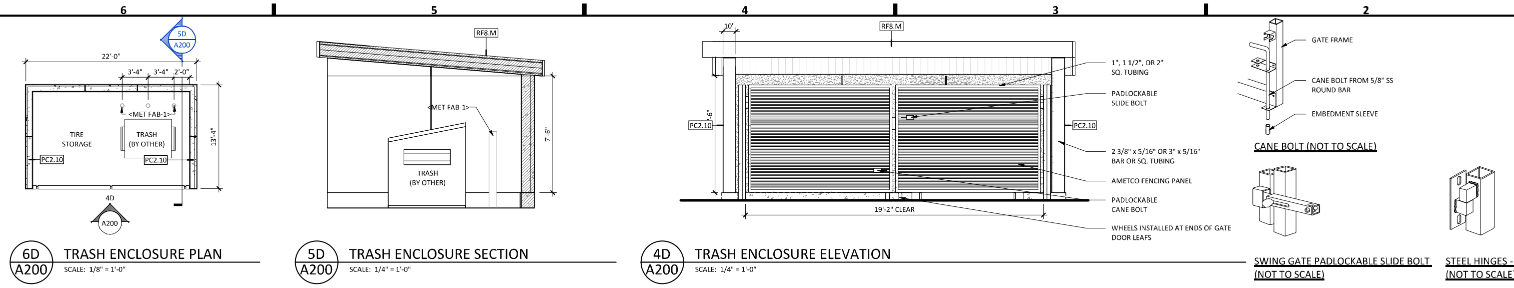
MICHAEL W. SCHELLIN — REG. NO. 43591 — DATE 9/4/2025

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

DATE
06/03/25
PHASE
CONSTRUCTION DOCUMENTS
PROJECT
22263.01
SHEET
A103
DECONSTRUCTION PLAN - SALT SHED

9/8/2025 3:33:22 PM



6D A200 TRASH ENCLOSURE PLAN
SCALE: 1/8" = 1'-0"

5D A200 TRASH ENCLOSURE SECTION
SCALE: 1/4" = 1'-0"

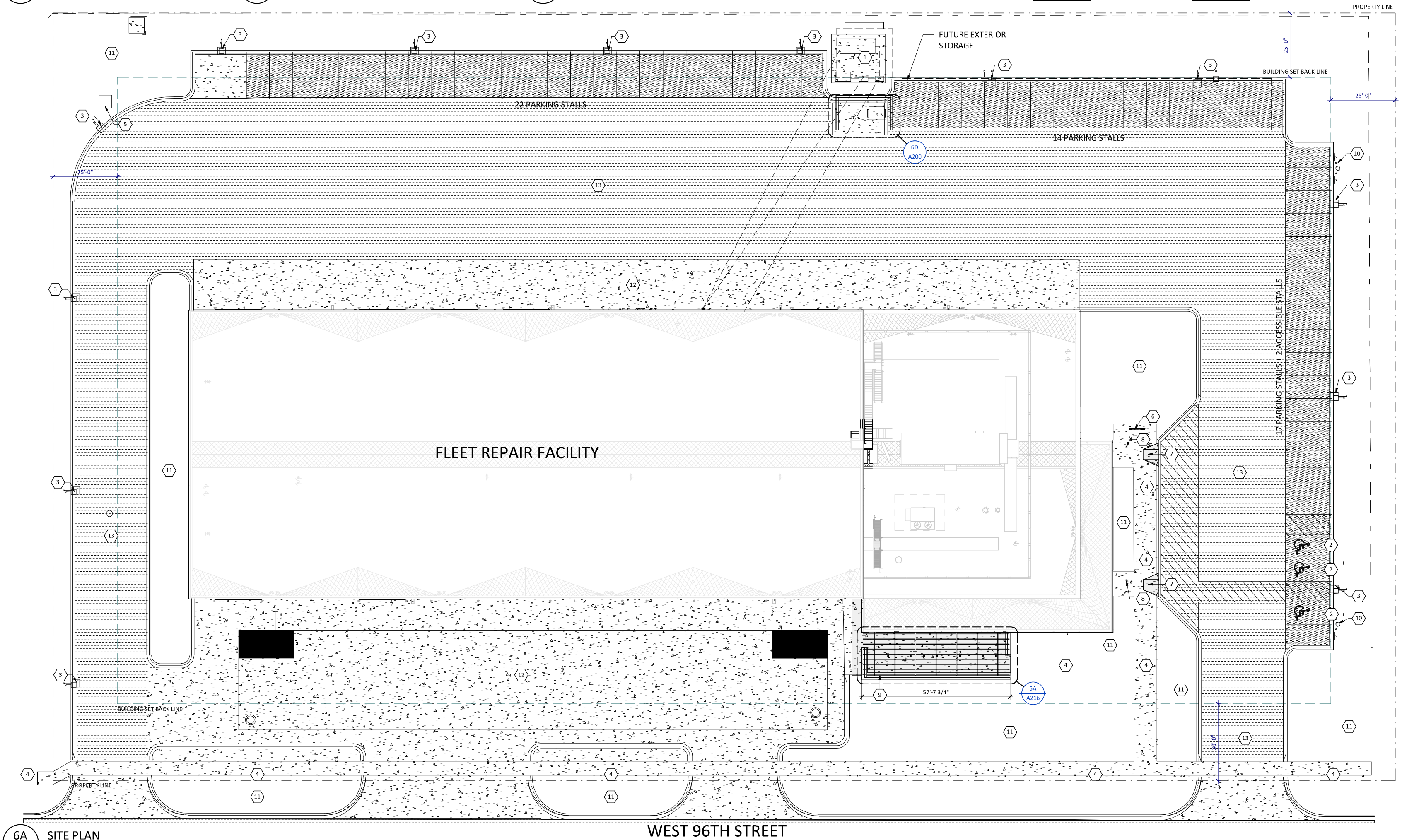
4D A200 TRASH ENCLOSURE ELEVATION
SCALE: 1/4" = 1'-0"

SHEET SPEC ID LIST

SPEC ID	SPEC SECTION & DESCRIPTION
MET FAB-1	05 5000 - STEEL PIPE BOLLARD, 6 INCH DIAMETER, CONCRETE FILLED

KEYNOTES - SITE PLAN

NO.	NOTE	REV.
1	TRANSFORMER/ GENERATOR PAD - COORDINATE WITH ELECTRICAL	
2	ADA PARKING STALLS TO HAVE ADA POST SIGNAGE - SEE CIVIL	
3	SITE LIGHTING - SEE ELECTRICAL	
4	CONCRETE SIDEWALK - SEE CIVIL	
5	AIR QUALITY MONITOR - SEE ***	
6	BIKE RACK - SEE LANDSCAPE	
7	CURB CUT -SEE CIVIL	
8	ADA POWER OPERATOR BUTTON	
9	PATIO TRELLIS. SEE ENLARGED PLANS AND DETAILS.	
10	EV CHARGING STATION - SEE ELECTRICAL	
11	LANDSCAPE AREA - SEE LANDSCAPE	
12	CONC. APRON - SEE CIVIL	
13	BITUMINOUS PAVING - SEE CIVIL	



6A A200 SITE PLAN
SCALE: 1" = 20'-0"

9/8/2025 3:33:25 PM

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MICHAEL W. SCHLUEN 43551 9/4/2025
REG. NO. DATE

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

A B

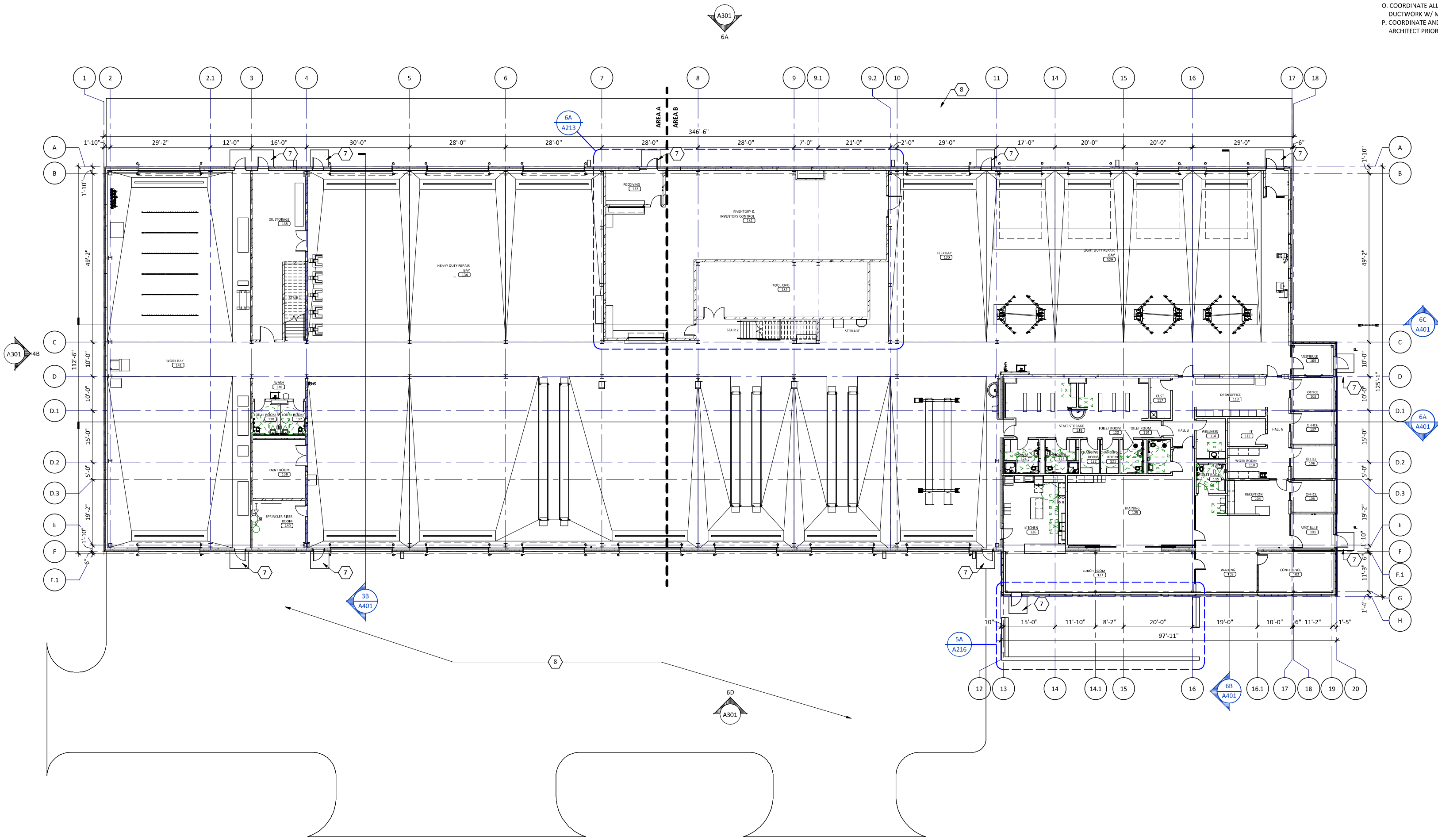
DATE
07/30/25
PHASE
CONSTRUCTION DOCUMENTS
PROJECT
22263.01
SHEET
A200
ARCHITECTURAL SITE PLAN

KEYNOTES - FLOOR PLAN

NO	NOTE	REV.
7	CONCRETE STOOP - SEE STRUCT.	
8	CONCRETE APRON - SEE CIVIL.	

GENERAL NOTES - FLOOR PLAN

A. FOR TYPICAL BARRIER FREE TOILET ROOM TYPES AND ACCESSORIES REQUIREMENTS AND LOCATIONS SEE DWG G120.
B. FOR TYPICAL HOUSEKEEPING CLOSETS ACCESSORIES REQUIREMENTS AND MOUNTING LOCATIONS SEE DWG G120.
C. ALL PARTITION TYPES ARE "A6" TYPICALLY UNLESS OTHERWISE NOTED.
D. ALL PERSONNEL DOORS ARE TYPICALLY PLACED 4" FROM WALL TO FACE OF FRAME UNLESS NOTED OTHERWISE.
E. ALL MASONRY PLACED PERSONNEL DOORS ARE TYPICALLY PLACED 8" FROM WALL TO FACE OF FRAME UNLESS NOTED OTHERWISE.
F. TYPICALLY INSTALL SOAP DISPENSERS AND PAPER TOWEL DISPENSER AT ALL SINKS UNLESS NOTED OTHERWISE.
G. PROVIDE WALL REINFORCEMENT PER DETAIL 6A/A621 WALL-MOUNTED SHELVES AND STORAGE UNITS, MARKER BOARDS, BULLETIN BOARDS, TACK BOARDS, TELEVISIONS AND OTHER CONTRACTOR OR OWNER FURNISHED WALL-MOUNTED ITEMS (REFER TO ACCESSORIES AND EQUIPMENT SCHEDULE) SEE DWG AX-XXX.
H. FOR ALL CARPET TYPE CHANGES BETWEEN ROOMS, TRANSITION SHALL OCCUR AT CENTERLINE OF DOOR PANEL TYPICALLY - U.N.O. SEE DWG A603.
I. COORDINATE DIMENSIONS W/ ASTERISK (IE - *X'-X") W/ EQUIPMENT VENDOR.
J. PROVIDE BULLNOSE ON ALL CMU OUTSIDE CORNERS - TYPICAL.
K. FOR INTERIOR METAL STUD CONSTRUCTION ALL DIMENSIONS ARE TO FACE OF METAL STUDS UNLESS NOTED OTHERWISE.
L. ALL DIMENSIONS INDICATED AS 'CLEAR' ARE TO FACE OF FINISH (GYPSUM, TILE, ETC.).
M. ALL MASONRY DIMENSIONS ARE TO FACE OF MASONRY UNLESS NOTED OTHERWISE.
N. ALL EXTERIOR OPENING DIMENSIONS ARE ROUGH OPENINGS.
O. COORDINATE ALL FLOOR OPENING DIMENSIONS AND CLEARANCES FOR DUCTWORK W/ MECHANICAL CONTRACTOR - TYPICAL.
P. COORDINATE AND/OR CONFIRM ANY DIMENSIONAL DISCREPANCIES WITH ARCHITECT PRIOR TO INSTALLATION.



6A / A201 MAIN FLOOR - OVERALL
SCALE: 1/16" = 1'-0"

9/8/2025 3:33:25 PM

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REVISION SCHEDULE

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MICHAEL W. SCHLUEN — REG. NO. 43591 — DATE 9/4/2025

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

A | B

DATE: 06/03/25
PHASE: CONSTRUCTION DOCUMENTS
PROJECT: 22263.01
SHEET: A201
MAIN FLOOR PLAN - OVERALL

SHEET SPEC ID LIST

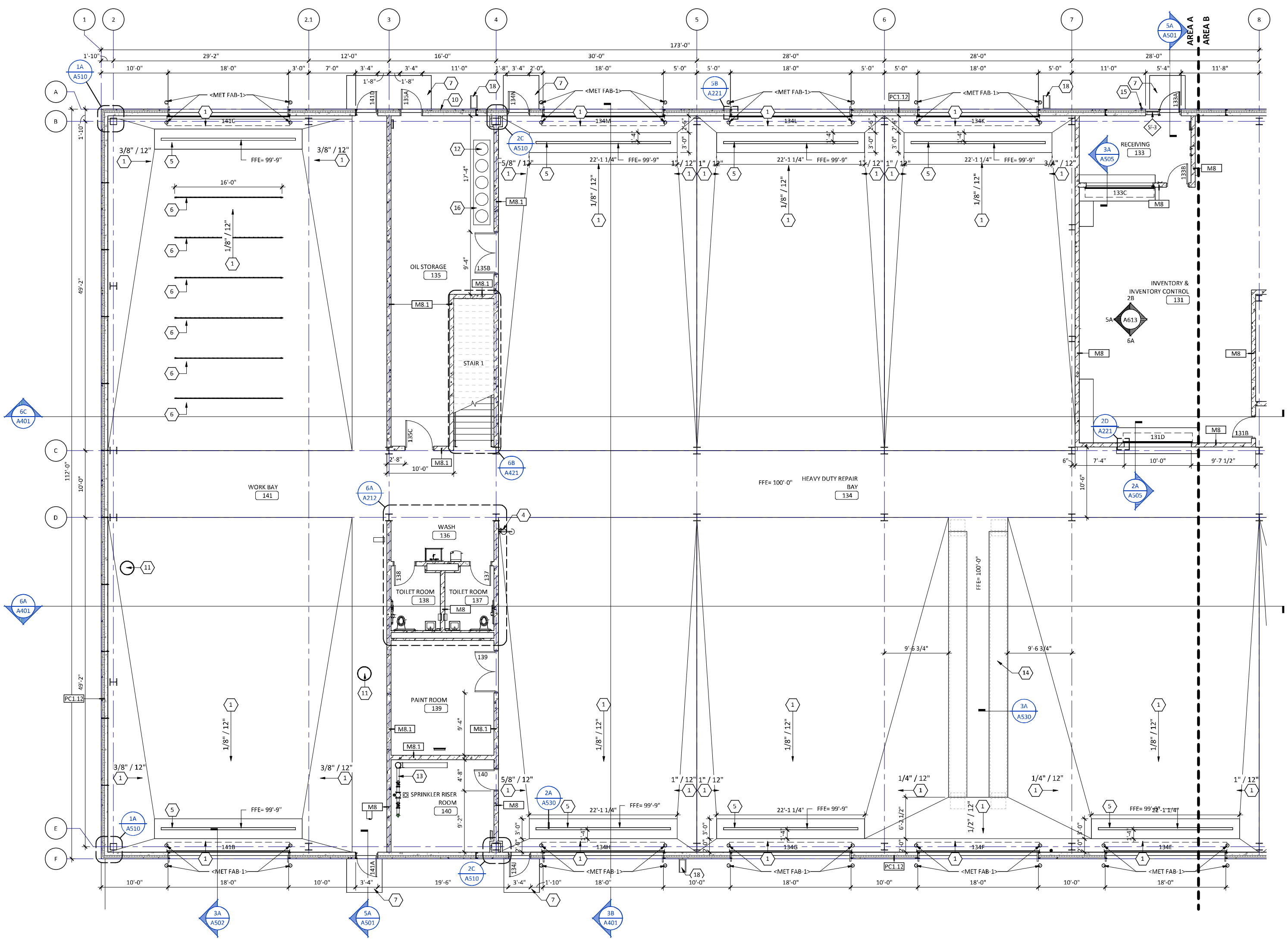
SPEC ID	SPEC SECTION & DESCRIPTION
MET FAB-1	05 5000 - STEEL PIPE BOLLARD, 6 INCH DIAMETER, CONCRETE FILLED

KEYNOTES - FLOOR PLAN

NO	NOTE	REV.
1	SLOPE TO DRAIN	
4	EYE WASH AND SHOWER	
5	TRENCH DRAIN (SEE MECHANICAL)	
6	FLOOR ANCHOR (SEE STRUCTURAL)	
7	CONCRETE STOOP - SEE STRUCT.	
10	2X2 LUBE ROOM ACCESS HATCH; SEE MECH	
11	FLAMMABLE WASTE INTERCEPTOR (SEE MECH.)	
12	OIL STORAGE - BY OTHERS	
13	SPRINKLER RISER - SEE MECH.	
14	VEHICLE LIFTS - BY OTHER	
15	ADA POWER DOOR OPERATOR PUSH BUTTON.	
16	4" HOUSEKEEPING PAD - SEE MECH.	
18	SPLASHBLOCK	

GENERAL NOTES - FLOOR PLAN

A. FOR TYPICAL BARRIER FREE TOILET ROOM TYPES AND ACCESSORIES REQUIREMENTS AND LOCATIONS SEE DWG G120.
B. FOR TYPICAL HOUSEKEEPING CLOSETS ACCESSORIES REQUIREMENTS AND MOUNTING LOCATIONS SEE DWG G120.
C. ALL PARTITION TYPES ARE "A6" TYPICALLY UNLESS OTHERWISE NOTED.
D. ALL PERSONNEL DOORS ARE TYPICALLY PLACED 4" FROM WALL TO FACE OF FRAME UNLESS NOTED OTHERWISE.
E. ALL MASONRY PLACED PERSONNEL DOORS ARE TYPICALLY PLACED 8" FROM WALL TO FACE OF FRAME UNLESS NOTED OTHERWISE.
F. TYPICALLY INSTALL SOAP DISPENSERS AND PAPER TOWEL DISPENSER AT ALL SINKS UNLESS NOTED OTHERWISE.
G. PROVIDE WALL REINFORCEMENT PER DETAIL 6A/A621 WALL-MOUNTED SHELVES AND STORAGE UNITS, MARKER BOARDS, BULLETIN BOARDS, TACK BOARDS, TELEVISIONS AND OTHER CONTRACTOR OR OWNER FURNISHED WALL-MOUNTED ITEMS (REFER TO ACCESSORIES AND EQUIPMENT SCHEDULE) SEE DWG AX-XXX.
H. FOR ALL CARPET TYPE CHANGES BETWEEN ROOMS, TRANSITION SHALL OCCUR AT CENTERLINE OF DOOR PANEL TYPICALLY - U.N.O. SEE DWG A603.
I. COORDINATE DIMENSIONS W/ ASTERISK (IE - *X'-X") W/ EQUIPMENT VENDOR.
J. PROVIDE BULLNOSE ON ALL CMU OUTSIDE CORNERS - TYPICAL.
K. FOR INTERIOR METAL STUD CONSTRUCTION ALL DIMENSIONS ARE TO FACE OF METAL STUDS UNLESS NOTED OTHERWISE.
L. ALL DIMENSIONS INDICATED AS 'CLEAR' ARE TO FACE OF FINISH (GYPSUM, TILE, ETC.).
M. ALL MASONRY DIMENSIONS ARE TO FACE OF MASONRY UNLESS NOTED OTHERWISE.
N. ALL EXTERIOR OPENING DIMENSIONS ARE ROUGH OPENINGS.
O. COORDINATE ALL FLOOR OPENING DIMENSIONS AND CLEARANCES FOR DUCTWORK W/ MECHANICAL CONTRACTOR - TYPICAL.
P. COORDINATE AND/OR CONFIRM ANY DIMENSIONAL DISCREPANCIES WITH ARCHITECT PRIOR TO INSTALLATION.



6A A201A MAIN FLOOR PLAN - AREA A
SCALE: 1/8" = 1'-0"

9/8/2025 3:33:29 PM

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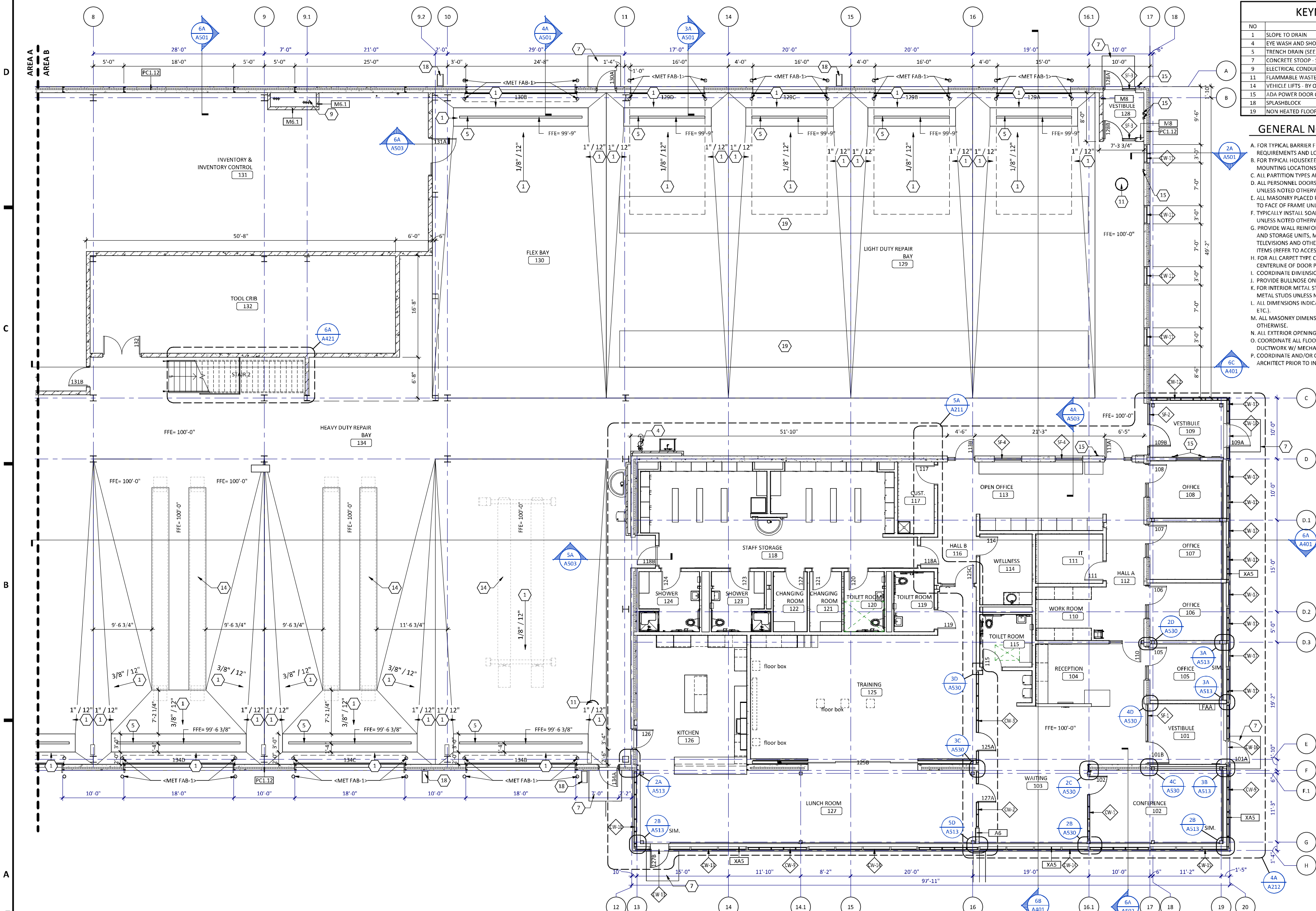
MICHAEL W. SCHELLIN | 43591 REG. NO. | 9/4/2025 DATE

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

A B

DATE
06/03/25
PHASE
CONSTRUCTION DOCUMENTS
PROJECT
22263.01
SHEET
A201A
MAIN FLOOR PLAN - AREA A



6A A201B MAIN FLOOR PLAN - AREA B

SCALE: 1/8" = 1'-0"

SHEET SPEC ID LIST

SPEC ID	SPEC SECTION & DESCRIPTION
MET FAB-1	05 5000 - STEEL PIPE BOLLARD, 6 INCH DIAMETER, CONCRETE FILLED

KEYNOTES - FLOOR PLAN

NO	NOTE	REV.
1	SLOPE TO DRAIN	
4	EYE WASH AND SHOWER	
5	TRENCH DRAIN (SEE MECHANICAL)	
7	CONCRETE STOOP - SEE STRUCT.	
9	ELECTRICAL CONDUIT CHASE (SEE ELECTRICAL)	
11	FLAMMABLE WASTE INTERCEPTOR (SEE MECH.)	
14	VEHICLE LIFTS - BY OTHER	
15	ADA POWER DOOR OPERATOR PUSH BUTTON.	
18	SPLASHBLOCK	
19	NON HEATED FLOOR SLAB (SEE STRUCTURAL)	

GENERAL NOTES - FLOOR PLAN

A. FOR TYPICAL BARRIER FREE TOILET ROOM TYPES AND ACCESSORIES REQUIREMENTS AND LOCATIONS SEE DWG G120.
B. FOR TYPICAL HOUSEKEEPING CLOSETS ACCESSORIES REQUIREMENTS AND MOUNTING LOCATIONS SEE DWG G120.
C. ALL PARTITION TYPES ARE "A6" TYPICALLY UNLESS OTHERWISE NOTED.
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H. FOR ALL CARPET TYPE CHANGES BETWEEN ROOMS, TRANSITION SHALL OCCUR AT CENTERLINE OF DOOR PANEL TYPICALLY - U.N.O. SEE DWG A603.
I. COORDINATE DIMENSIONS W/ ASTERISK (IE - *X'-X") W/ EQUIPMENT VENDOR.
J. PROVIDE BULLNOSE ON ALL CMU OUTSIDE CORNERS - TYPICAL.
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MICHAEL W. SCHELLIN	REG. NO. 43591	DATE 9/4/2025

CITY OF BLOOMINGTON
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BLOOMINGTON, MN

A | B

DATE 06/03/25
PHASE CONSTRUCTION DOCUMENTS
PROJECT 22263.01
SHEET A201B

MAIN FLOOR PLAN - AREA B

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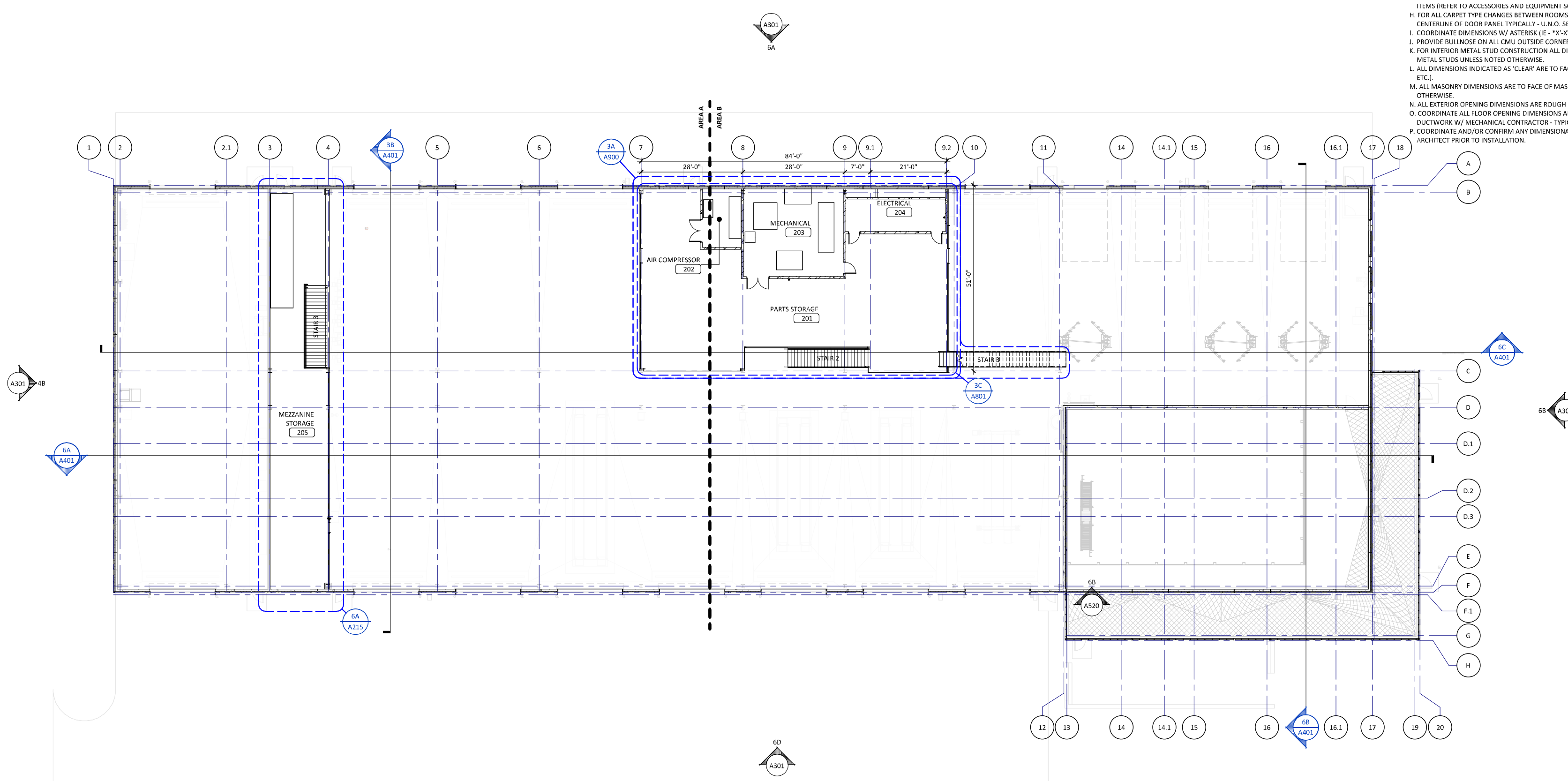

6A / A202 MEZZANINE PLAN - OVERALL

SCALE: 1/16" = 1'-0"

SHEET SPEC ID LIST

SPEC ID	SPEC SECTION & DESCRIPTION

KEYNOTES - FLOOR PLAN

NO	NOTE	REV.

GENERAL NOTES - FLOOR PLAN

A. FOR TYPICAL BARRIER FREE TOILET ROOM TYPES AND ACCESSORIES REQUIREMENTS AND LOCATIONS SEE DWG G120.
B. FOR TYPICAL HOUSEKEEPING CLOSETS ACCESSORIES REQUIREMENTS AND MOUNTING LOCATIONS SEE DWG G120.
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G. PROVIDE WALL REINFORCEMENT PER DETAIL 6A/A621 WALL-MOUNTED SHELVES AND STORAGE UNITS, MARKER BOARDS, BULLETIN BOARDS, TACK BOARDS, TELEVISIONS AND OTHER CONTRACTOR OR OWNER FURNISHED WALL-MOUNTED ITEMS (REFER TO ACCESSORIES AND EQUIPMENT SCHEDULE) SEE DWG AX-XXX.
H. FOR ALL CARPET TYPE CHANGES BETWEEN ROOMS, TRANSITION SHALL OCCUR AT CENTERLINE OF DOOR PANEL TYPICALLY - U.N.O. SEE DWG A603.
I. COORDINATE DIMENSIONS W/ ASTERISK (IE - *X'-X") W/ EQUIPMENT VENDOR.
J. PROVIDE BULLNOSE ON ALL CMU OUTSIDE CORNERS - TYPICAL.
K. FOR INTERIOR METAL STUD CONSTRUCTION ALL DIMENSIONS ARE TO FACE OF METAL STUDS UNLESS NOTED OTHERWISE.
L. ALL DIMENSIONS INDICATED AS 'CLEAR' ARE TO FACE OF FINISH (GYPSUM, TILE, ETC.).
M. ALL MASONRY DIMENSIONS ARE TO FACE OF MASONRY UNLESS NOTED OTHERWISE.
N. ALL EXTERIOR OPENING DIMENSIONS ARE ROUGH OPENINGS.
O. COORDINATE ALL FLOOR OPENING DIMENSIONS AND CLEARANCES FOR DUCTWORK W/ MECHANICAL CONTRACTOR - TYPICAL.
P. COORDINATE AND/OR CONFIRM ANY DIMENSIONAL DISCREPANCIES WITH ARCHITECT PRIOR TO INSTALLATION.

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MICHAEL W. SCHELLIN | REG. NO. 43591 | DATE 9/4/2025

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

A | B

DATE: 06/03/25
PHASE: CONSTRUCTION DOCUMENTS
PROJECT: 22263.01
SHEET: A202

MEZZANINE PLAN - OVERALL

9/8/2025 3:33:37 PM

KEYNOTES - ROOF PLAN

NO	NOTE	REV.
1	PRIMARY AND SECONDARY ROOF DRAIN ASSEMBLY; REFER TO MECHANICAL	
2	2' X 2' EPDM WALK PADS	
3	ERU - SEE MECH.	
4	RTU - SEE MECH.	
5	DUCTWORK - SEE MECH.	
6	EXHAUST FAN - SEE MECH.	
7	EQUIPMENT SCREEN	

SHEET SPEC ID LIST

SPEC ID	SPEC SECTION & DESCRIPTION

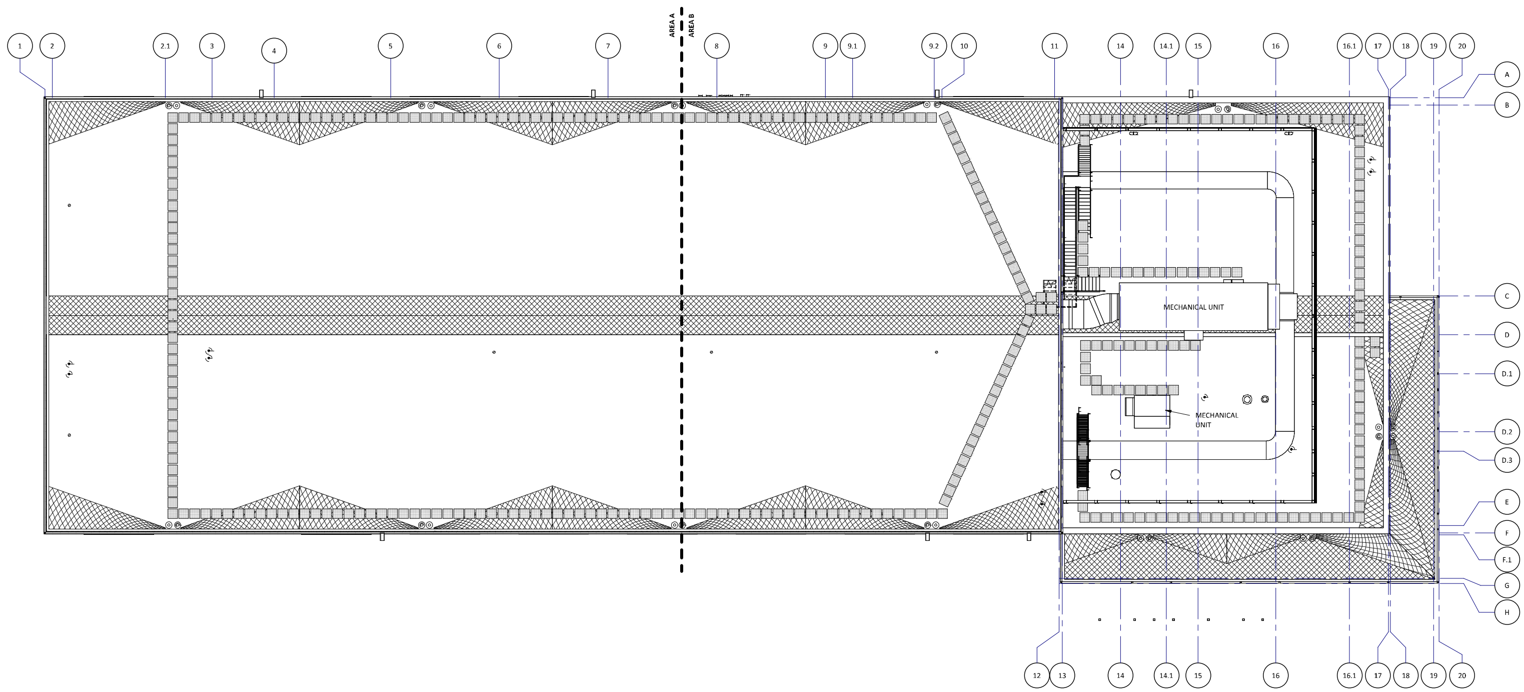
GENERAL NOTES - ROOF PLAN

VERIFY WITH YOUR PROJECT SPECIFIC ROOF SYSTEM

A. COORDINATE FINAL SIZE AND FINAL LOCATION OF ALL EQUIPMENT SUPPORT WITH THE APPROPRIATE EQUIPMENT MANUFACTURER.
B. PROVIDE POSITIVE SLOPE TO ALL ROOF DRAINS. ROOF SLOPE TO BE 1/4" PER FOOT MINIMUM.
C. SEE DRAWING A520 FOR ROOF DETAILS. ROOFING CONTRACTOR TO VERIFY ALL ROOF DETAILS COMPLY WITH APPROVED ROOFING SYSTEM. IT IS THE RESPONSIBILITY OF THE ROOFING CONTRACTOR TO SUPPLY ANY ADDITIONAL DETAILS AND/OR MATERIALS TO ENSURE COMPLIANCE WITH WARRANTY.
D. REFER TO MECHANICAL AND ELECTRICAL DOCUMENTS FOR ALL PIPES, CURBS, VENTS, DUCTS, CONDUITS, AND OTHER FEATURES EXTENDING THROUGH ROOF SURFACES WHICH REQUIRE FLASHING AND COORDINATE SIZE AND LOCATION OF SAME.
E. FOR ROOF ASSEMBLY TYPES SEE SHEET G102.
F. INLET OF OVERFLOW ROOF SUMPS SHALL BE LOCATED 2" ABOVE ROOF SUMP INLET (TYP) U.N.O.
G. SEE MECHANICAL DRAWINGS M103A AND M103B FOR FINAL QUANTITIES & FINAL LOCATIONS OF VENTS THRU ROOF.
H. PROVIDE SPLASH BLOCK AT ALL PRIMARY AND SECONDARY RAIN CONDUCTOR TERMINATIONS ONTO SINGLE-PLY MEMBRANE ROOFING
I. INSTALL ROOF FRAMES PRIOR TO CUTTING & REMOVING OF ANY METAL DECK.
J. ROOF TOP WALKWAYS:
ADHERED EPDM WALKWAY PAVERS, 2'-6" X 2'-6" ON SINGLE-PLY MEMBRANE ROOFING

SINGLE-PLY MEMBRANE WALK INSTALLED IN ACCORDANCE WITH ROOFING MANUFACTURERS REQUIREMENTS. SEE DETAIL XX/A-XX (SIZE RECOMMENDED BY MANUF.)

R.S. - ROOF SUMP
H.P. - HIGH POINT
O.S. - OVERFLOW ROOF SUMP
S.C. - SCUPPER
V.T.R. - VENT THRU ROOF



6A / A204 ROOF PLAN - OVERALL
SCALE: 1/16" = 1'-0"

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REVISION SCHEDULE

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MICHAEL W. SCHELLIN	43591	9/4/2025
	REG. NO.	DATE

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

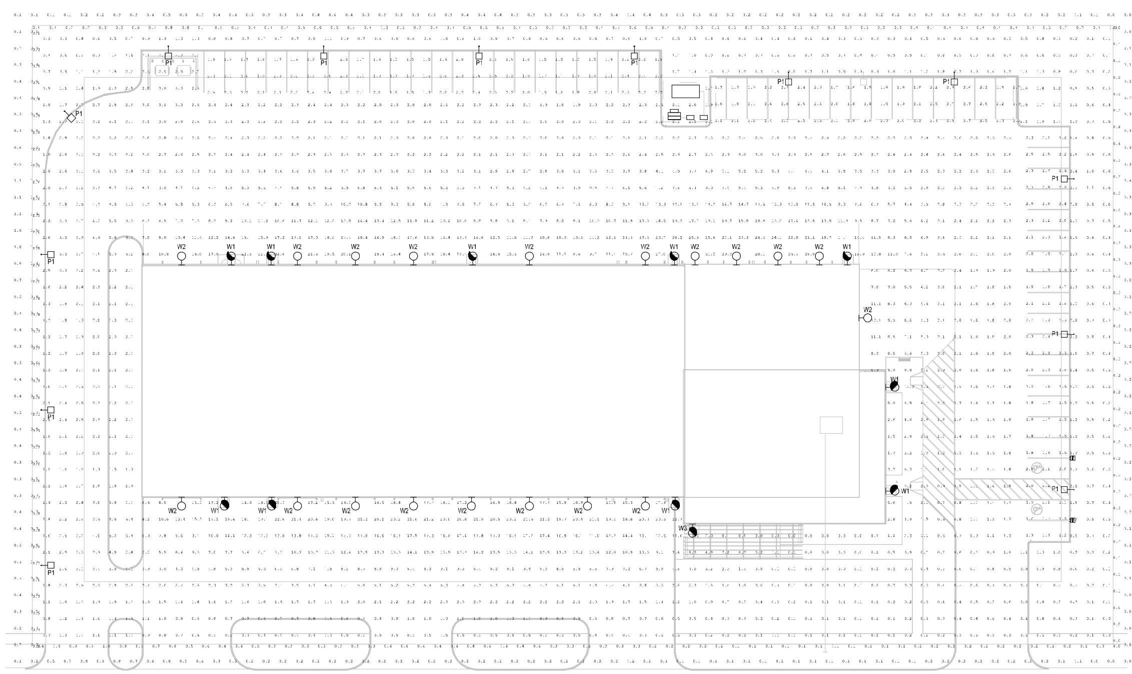
A B

DATE 06/03/25
PHASE CONSTRUCTION DOCUMENTS
PROJECT 22263.01
SHEET **A204**
ROOF PLAN - OVERALL

9/8/2025 3:33:43 PM

Luminaire Schedule						
Tag	Label	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
P1	DSX1 LED P3 30K 80CRI T4M HS	DSX1 LED P3 30K 80CRI T4M HS	1.000	10466	102.1727	1328.245
W1	WDGE2 LED P4 30K 80CRI T2M	WDGE2 LED P4 30K 80CRI T2M	1.000	4063	46.6589	466.589
W2	WDGE4 LED P5 70CRI R3 40K	WDGE4 LED P5 70CRI R3 40K	1.000	22249	159.51	3030.69
W3	BLD 12IN 5W 40K D2	BLD 12IN 5W 40K D2	1.000	476	6.19	6.19

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
EAST PARKING	Illuminance	Fc	2.01	2.8	1.2	1.68	2.33
EAST PROP LINE	Illuminance	Fc	0.24	0.5	0.0	N.A.	N.A.
INSIDE PROP LINE	Illuminance	Fc	4.79	32.3	0.0	N.A.	N.A.
NORTH PARKING 1	Illuminance	Fc	2.02	2.6	1.5	1.35	1.73
NORTH PARKING 2	Illuminance	Fc	2.14	2.7	1.5	1.43	1.80
NORTH PROP LINE	Illuminance	Fc	0.38	0.8	0.0	N.A.	N.A.
OUTSIDE PROP LINE	Illuminance	Fc	0.17	1.6	0.0	N.A.	N.A.
SOUTH PROP LINE	Illuminance	Fc	0.32	1.0	0.0	N.A.	N.A.
WEST PROP LINE	Illuminance	Fc	0.91	1.8	0.1	9.10	18.00



1 ELECTRICAL SITE PHOTOMETRIC PLAN - INITIAL
SCALE: 1" = 30'-0"

8/11/2025 12:39:06 PM

JLG architects

322 1st Ave N, Suite #600
Minneapolis, MN 55401
phone 6 1 2.7 4 6.4 2 6 0
facsimile 6 1 2.7 4 6.4 7 5 4
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emanuelson-podas

REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

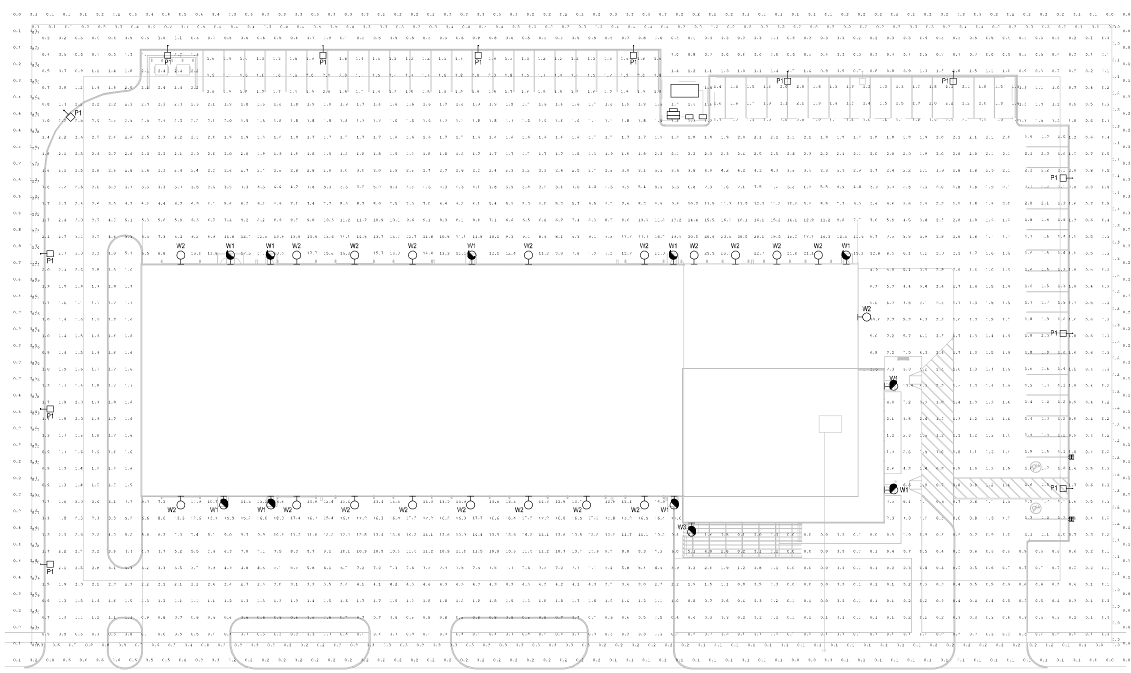
PRELIMINARY
NOT FOR CONSTRUCTION

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

DATE
10/29/24
PHASE
DESIGN DEVELOPMENT
PROJECT
5015.0000
SHEET
SP001
ELECTRICAL SITE PHOTOMETRIC PLAN - INITIAL

Luminaire Schedule						
Tag	Label	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts
P1	DSX1 LED P3 30K 80CRI T4M HS	DSX1 LED P3 30K 80CRI T4M HS	0.810	10456	102.1727	1328.245
W1	WDGE2 LED P4 30K 80CRI T2M	WDGE2 LED P4 30K 80CRI T2M	0.810	4063	46.6539	466.539
W2	WDGE4 LED P5 70CRI R3 40K	WDGE4 LED P5 70CRI R3 40K	0.810	22249	139.31	3030.69
W3	BLD 12IN 5W 40K DP	BLD 12IN 5W 40K DP	0.810	476	6.19	6.19

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
EAST PARKING	Illuminance	Fc	1.63	2.2	1.0	1.63	2.20
EAST PROP LINE	Illuminance	Fc	0.20	0.4	0.0	N.A.	N.A.
INSIDE PROP LINE	Illuminance	Fc	3.88	26.1	0.0	N.A.	N.A.
NORTH PARKING 1	Illuminance	Fc	1.63	2.1	1.2	1.36	1.75
NORTH PARKING 2	Illuminance	Fc	1.74	2.2	1.2	1.45	1.83
NORTH PROP LINE	Illuminance	Fc	0.31	0.7	0.0	N.A.	N.A.
OUTSIDE PROP LINE	Illuminance	Fc	0.15	1.3	0.0	N.A.	N.A.
SOUTH PROP LINE	Illuminance	Fc	0.27	0.8	0.0	N.A.	N.A.
WEST PROP LINE	Illuminance	Fc	0.74	1.4	0.1	7.40	14.00



1 ELECTRICAL SITE PHOTOMETRIC PLAN - MAINTAINED

SCALE: 1" = 30'-0"

JLG architects

322 1st Ave N, Suite #600
Minneapolis, MN 55401
phone 612.746.4260
facsimile 612.746.4754
www.jlgarchitects.com

REVISION SCHEDULE

NO.	DESCRIPTION	DATE

PRELIMINARY
NOT FOR CONSTRUCTION

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

DATE
10/29/24

PHASE
DESIGN DEVELOPMENT

PROJECT
5015.0000

SHEET
SP002

ELECTRICAL SITE PHOTOMETRIC PLAN - MAINTAINED

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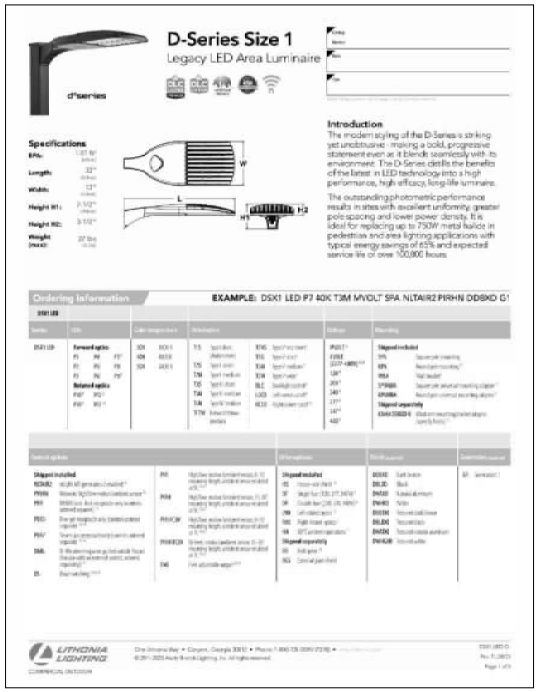


D-Series Size 1

Legacy LED Area Luminaire

Specifications

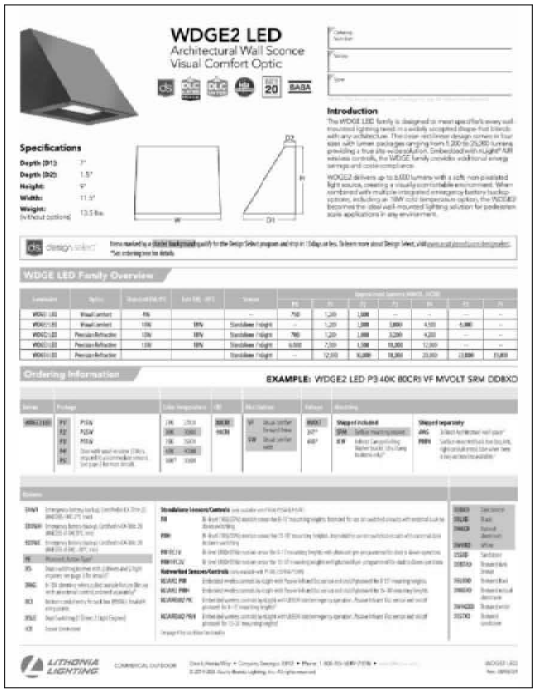
Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a solid, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long life luminaire.

The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 750W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED P7 40K T3M MVOLT SPA NLTAIR2 PIRHN DDBXD



WDGE2 LED

Architectural Wall Sconce

Visual Comfort Optic

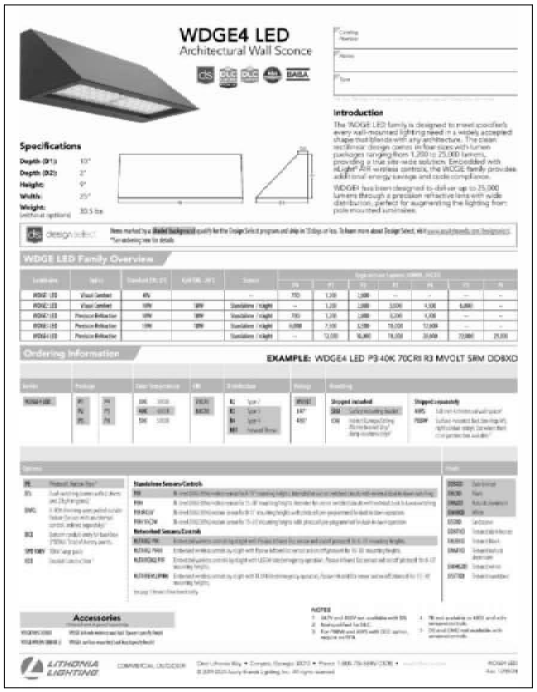
Specifications

Introduction

WDGE LED Family Overview

Ordering Information

EXAMPLE: WDGE2 LED P3 40K 80CRI VF MVOLT SRM DDBXD



WDGE4 LED

Architectural Wall Sconce

Specifications

Introduction

WDGE LED Family Overview

Ordering Information

EXAMPLE: WDGE4 LED P3 40K 70CRI R3 MVOLT SRM DDBXD

Accessories

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emmanuelson-pollas

REVISION SCHEDULE

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CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

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10/29/24

PHASE
DESIGN DEVELOPMENT

PROJECT
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SHEET
SP003

ELECTRICAL SITE LIGHTING CUTSHEETS

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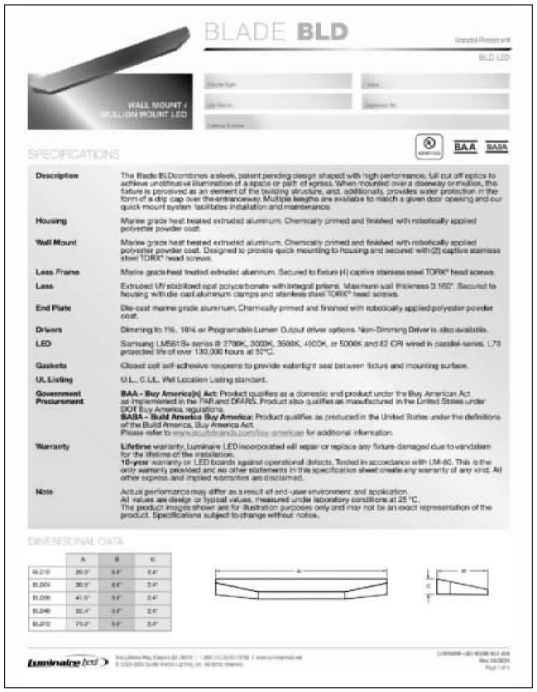


BLADE **BLD**

Vandal Resistant

BLD LED

WALL MOUNT / MULLION MOUNT LED

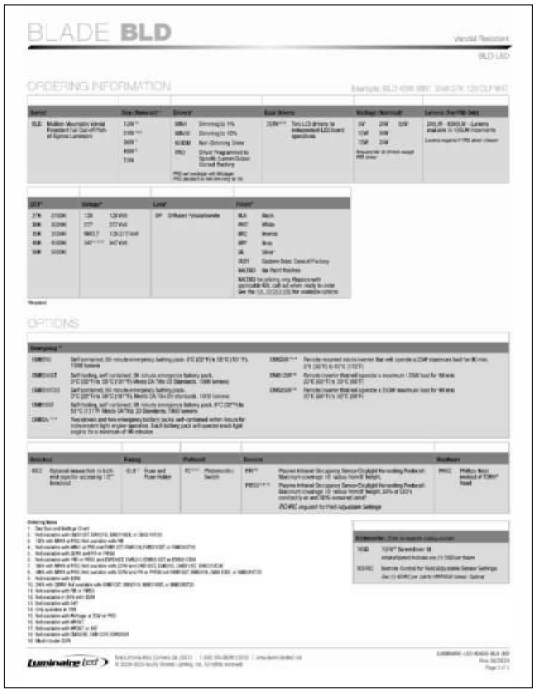
SPECIFICATIONS

Description	The Blade BLDcombines a sleek, patent pending design shaped with high performance, full cut off optics to achieve unobtrusive illumination of a space or path of egress. When mounted over a doorway or mullion, the fixture is perceived as an element of the building structure, and, additionally, provides water protection in the form of a drip cap over the entranceway. Multiple lengths are available to match a given door opening and our quick mount system facilitates installation and maintenance.
Housing	Marine grade heat treated extruded aluminum. Chemically primed and finished with robotically applied polyester powder coat.
Wall Mount	Marine grade heat treated extruded aluminum. Chemically primed and finished with robotically applied polyester powder coat. Designed to provide quick mounting to housing and secured with (2) captive stainless steel TORX® head screws.
Lens Frame	Marine grade heat treated extruded aluminum. Secured to fixture (4) captive stainless steel TORX® head screws.
Lens	Extruded UV stabilized opal polycarbonate with integral prisms. Maximum wall thickness 0.160". Secured to housing with die cast aluminum clamps and stainless steel TORX® head screws.
End Plate	Die-cast marine grade aluminum. Chemically primed and finished with robotically applied polyester powder coat.
Drivers	Dimming to 1%, 1Ø4 or Programable Lumen Output driver options. Non-Dimming Driver is also available.
LED	Samsung LM561Bs series @ 2700K, 3000K, 3500K, 4000K, or 5000K and 82 CRI wired in parallel-series. L70 projected life of over 130,000 hours at 50°C.
Gaskets	Closed cell self adhesive neoprene to provide watertight seal between fixture and mounting surface.
UL Listing	U.L., C.U.L. Wet Location Listing standard.
Government Procurement	**BAA – Buy America[n] Act:** Product qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product also qualifies as manufactured in the United States under DOT Buy America regulations. **BABA – Build America Buy America:** Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act. Please refer to www.acuitybrands.com/buy-americas for additional information.
Warranty	**Lifetime** warranty. Luminaire LED incorporated will repair or replace any fixture damaged due to vandalism for the lifetime of the installation. **10-year** warranty on LED boards against operational defects. Tested in accordance with LM-80. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed.
Note	Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. The product images shown are for illustration purposes only and may not be an exact representation of the product. Specifications subject to change without notice.

DIMENSIONAL DATA

	A	B	C
BLD12	20.0"	4.4"	2.4"
BLD24	36.0"	4.4"	2.4"
BLD36	44.5"	4.4"	2.4"
BLD48	52.4"	4.4"	2.4"
BLD72	76.0"	4.4"	2.4"

Luminaire Lead



BLADE **BLD**

Vandal Resistant

BLD LED

ORDERING INFORMATION

OPTIONS

Luminaire Lead

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facsimile 612.746.4754
www.jlgarchitects.com

emmanuelson-jordan

REVISION SCHEDULE

NO.	DESCRIPTION	DATE

PRELIMINARY
NOT FOR CONSTRUCTION

CITY OF BLOOMINGTON
FLEET REPAIR FACILITY
BLOOMINGTON, MN

DATE
10/29/24

PHASE
DESIGN DEVELOPMENT

PROJECT
5015.0000

SHEET
SP004

ELECTRICAL SITE LIGHTING CUTSHEETS Copy 1

5/11/2025 12:38:07 PM

Comment Summary

Application #: PL202500113

Address: 1800 W 96TH ST, BLOOMINGTON, MN 55431

Request: **Final Site and Building Plans to construct an approximately 40,000 square-foot City fleet maintenance facility located at 1800 West 96th Street.**

Meeting: Post ApplicationDRC - August 26, 2025
Planning Commission - September 18, 2025

NOTE: All comments are not listed below. Please review all plans for additional or repeated comments.

Planning Review Contact: Emily Hestbech at ehestbech@BloomingtonMN.gov, (952) 563-4507

1) Trash, recyclables, and other solid waste storage must be in an approved container and fully screened from adjoining properties and public streets. Screening must be constructed using building materials consistent in style, color and composition with the principal building
2) All rooftop equipment must be screened equal to the height of the equipment (Section 21.301.18). It looks the screening is currently shorter than the roof top unit. Will the perforations actually screen? You need to have full screen so the perforations may not work.
3) Exterior materials must meet Section 21.301.24. The proposed materials, precast concrete and aluminum/metal, are approved. The precast concrete has to be integrally colored. Staff will need to see the gauge and warranty information for the aluminum and any other metal used. Please provide more information about the translucent wall panel.
4) Parking and building setbacks have been met.
5) Parking islands must be added at the end of each row of parking. The island must be 3' shorter than the adjacent stall.
6) The number of spaces for the office use is 14.5 for 4,159 sq ft. Number of spaces for major/minor vehicle repair is 1 space per 300 square feet of gross floor area excluding service bays, plus 2 or 3 spaces per service bay depending on the type of repair. Can you please send me information about how many bays will be used for light duty work (oil change, muffler, glass, tires, brakes, batteries) versus how many will be used for heavy duty work (transmission, engine, body work)? This will change the parking count.

   The project description lists that there will be 59 spots. The architectural plan says 55. The civil plan shows 45. Where is this discrepancy? Depending on the actual number, proof of parking may be necessary. See 21.301.06(e)(1) for details about proof of parking
7) A minimum 20 foot landscape yard is required along all street frontages (see City Code Section 21.301.15). This requirement is not met along James Ave. The setback to the curb needs to be 20 ft for the landscaping yard and the area cannot be concrete.
8) Landscaping requirements for 156.506 square feet of developable landscaping area are 63 trees and 157 shrubs. 63 trees and 160 shrubs are provided. This requirements has been met.
9) Parking lot and exterior security lighting must meet Section 21.301.07. A minimum of 1.5 foot-candles is required on the parking surface (which may be reduced to .75 foot-candles for the outer perimeter of the parking lot.) Some light poles may need to be shifted around to meet these requirements. Minimum illumination for

primary building entrance and exits must be 7.5 foot-candles within 10 ft of the entrances/exits. Please identify the primary building entrances and exits on the plan.

10) Provide a sidewalk connection from the property to James Ave S on the north side. The sidewalk needs to be 6' wide on the south side.

Building Department Review Contact: Kelly Beyer at kbeyer@BloomingtonMN.gov, (952) 563-4519

1) Are there any hazardous materials being stored in this area that are listed in Tables 307.1(1) or 307.1(2)?

   Submit report of all hazardous materials and quantities.
2) Paint Room shall comply with Section 416.4 of the MN Building Code.

   The mechanical system shall have an interlocking exhaust per MN Mechanical Code.
3) Flammable waste trap shall be required in garage area.
4) Must meet 2020 MN State Building Code
5) Must meet 2020 MN Accessibility Code.
6) Building plans must be signed by a MN licensed architect.
7) Provide a detailed code analysis with the plans.
8) Must meet 2024 MN Energy Code and any testing/commissioning requirements.
9) SAC review by MET council will be required.

   On January 2nd, 2025, the City of Bloomington implemented a City SAC charge. The cost will be $2,026 per City SAC unit. The amount of SAC charged will mirror the MET Council Determination. This applies to any permits submitted on or after 01/02/25.
10) How are you ensuring the vehicles are not impeding on egress access?

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

1) Emergency responder radio coverage meeting the requirements of appendix P in the 2020 MSFC shall be provided throughout the property and within the structures.
2) Ensure fire alarm system is code compliant for the designated occupancy.
3) Code compliant flammable waste trap and collection system for any interior vehicle and/or flammable storage.
4) Submit a third party protection engineer code analysis for the building sprinkler system to ensure adequate protection for the commodity, storage arrangement and operations of the business.
5) Fire alarm panel(s), annunciator panel(s) and Knox box locations to be determined by the Fire Prevention Division.
6) All exterior doors that allow access to the interior of the building(s) shall be numbered in a sequential order starting with the main entrance (public entrance) as number 1 and continue in a clockwise manner.
7) Type I hood exhaust with kitchen suppression system connected to the building sprinkler system required for operations creating grease laden vapors.
8) Building/property shall be adequately signed for emergency response.
9) Ensure landscaping doesn't interfere with access to the building, hydrants and/or FDC.
10) Provide adequate turning radius for all emergency vehicle access lanes.
11) A looped water supply feeding a single, combined water service is required for the domestic and sprinkler system water demand. Solenoid devices are not to be used to meet sprinkler system demand.
12) Hydrant coverage shall be provided within 50' of the FDC and within 150' of all portions of the structure.

Construction/Infrastructure Review Contact: Brian Hansen at bhansen@BloomingtonMN.gov, (952) 563-4543

1) Will need to work with Railroad well in advance of project for permitting and concrete pad that will need to be placed at the rails
2) Keep all sawcut removals out of wheel paths.

Water Resources Review Contact: Brian Hansen at bhansen@BloomingtonMN.gov, (952) 563-4543

1) Ensure storm pond sediments are not contaminated prior to excavation and appropriate disposal is defined for contractor
2) Modeled 100-yr flood elevation is 817.5-ft.
3) Review removals. Appears this pipe is being up sized to 18" all the way to 60" RCP on sheet C4-2
4) Structure required at connection. Core drilling into pipe is not allowed.
5) Infiltration of stormwater at a vehicle maintenance areas is at high risk of causing groundwater pollution. Infiltration of roof water only would eliminate risk of groundwater pollution

   Stormwater report will need to address how site will be managed to prevent contamination of stormwater runoff due to vehicle maintenance activities on site.
6) RCP required in street
7) RCP required
8) Provide soil boring for proposed infiltration area. Infiltration rate cannot exceed 8.3 in/hr
9) Modeled 100-yr flood elevation is 817.5-ft. Ensure 2 feet of freeboard to lowest finished floor elevation. No filling activity allowed below existing elevation of 817.5-ft.
10) Is there a reason to be collecting street runoff water and routing it to the stormwater BMP?
11) Could consider moving this structure to the east to avoid connecting street drainage to the stormwater BMP
12) Consider including SAFL Baffles with sump structures to further protect stormwater BMP. Ensure access hole is centered over structure to facilitate cleaning of sump structure. No offset top sections.
13) Review as-built data. Believe this is a 60" RCP
14) Show erosion control BMP locations on the plan.
15) A National Pollutant Discharge Elimination System (NPDES) construction site permit and Storm Water Pollution Prevention Plan (SWPPP) must be provided.
16) Utility as-builts must be provided prior to issuance of Certificate of Occupancy.
17) Provide stormwater management plan meeting the requirements of Bloomington Comprehensive Surface Water Management Plan.
18) List erosion control maintenance notes on the plan.
19) A maintenance agreement must be signed by the property owner and recorded at Hennepin County.
20) Submit a copy of Nine Mile Creek Watershed District permit and comments prior to issuance of City of Bloomington permits (www.ninemilecreek.org)

Utility Review Contact: Jordan Vennes at jvennes@BloomingtonMN.gov,

1) Unsure what is being proposed here between this page and utility plan. If existing 6" tap is being replaced by 8"x8" tee, must cut out segment of 8" at ex. tap location and spool in 8"x8" tee. This will require shutdown of main, putting 1900 W 96th St temporarily out of water. Please clarify if this is the intent.
2) Ex. 6" CIP hydrant lead shown on C1-1 is not represented here. Please clarify what is intended with existing hydrant lead
3) valve for isolation required every 400' along private watermain loop
4) Provide table of elevations for watermain crossings with storm and sanitary. Minimum 18" vertical separation required, with preference that watermain cross top of sewer(s) wherever possible.
5) Taps of live water mains are done by City forces and paid for and coordinated with the Contractor. -add this note to the plan
6) Utility as-builts must be provided prior to issuance of Certificate of Occupancy.
7) Combination fire and domestic services must terminate with a thread on flange or an MJ to flange adapter. -add this note to the plan
8) Utility permits are required for connections to the public storm, sanitary, and water system. Contact Utilities (952-563-8777) for permit information.

9) Use Class 52 DIP water main for pipe 12-inches in diameter and smaller. A minimum 8 mil polywrap is required on all DIP. -add this note to the plan
11) Minnesota Department of Health (MDH) water permit/review may be required. Provide a copy of MDH approval letter or written confirmation from MDH that no permit/approval is required.
12) All components of the water system, up to the water meter or fire service equipment must utilize protective internal coatings meeting current ANSI/AWWA standards for cement mortar lining or special coatings. The use of unlined or uncoated pipe is not allowed. -add this note to the plan
13) Use schedule 40, SDR 26, or better for PVC sewer services.
14) Verify adequate condition of existing sanitary MH and 6" VCP connecting this MH to city main. If no chimney seal present, please provide. See City Chimney Seal detail.

Traffic Review Contact: Brian Hansen at bhansen@BloomingtonMN.gov, (952) 563-4543

1) Add this not to the Civil Plans: 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.
2) 4 driveways onto a public street are not typically allowed. Can you demonstrate why they are needed? Can this be reduced to 3 or 2?
3) 65' is excessively wide for a commercial driveway opening. Will need to demonstrate why it is needed (with autoturn or similar) for it to be allowed. 24'-30' is typical for non-residential driveway opening.
4) Follow the typical detail for non-residential driveways - the radius should not cross the property line
5) add callout for the bike rack and detail

PW Admin Review Contact: Brian Hansen at bhansen@BloomingtonMN.gov, (952) 563-4543

1) Show drainage/utility easements on all sheets.
2) Trees in easement close to 30" storm sewer.

AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA)
COUNTY OF HENNEPIN) ss

I do solemly swear that the notice, as per the proof, was published in the edition of the

SC Bloomington Richfield

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 09/04/2025 and the last insertion being on 09/04/2025.

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: _____
Designated Agent

Subscribed and sworn to or affirmed before me on 09/04/2025

_____
Notary Public

Darlene Marie MacPherson
Notary Public
Minnesota
My Commission Expires Jan. 31, 2029

Rate Information:
(1) Lowest classified rate paid by commercial users for comparable space:
$999.99 per column inch

Ad ID 1489089

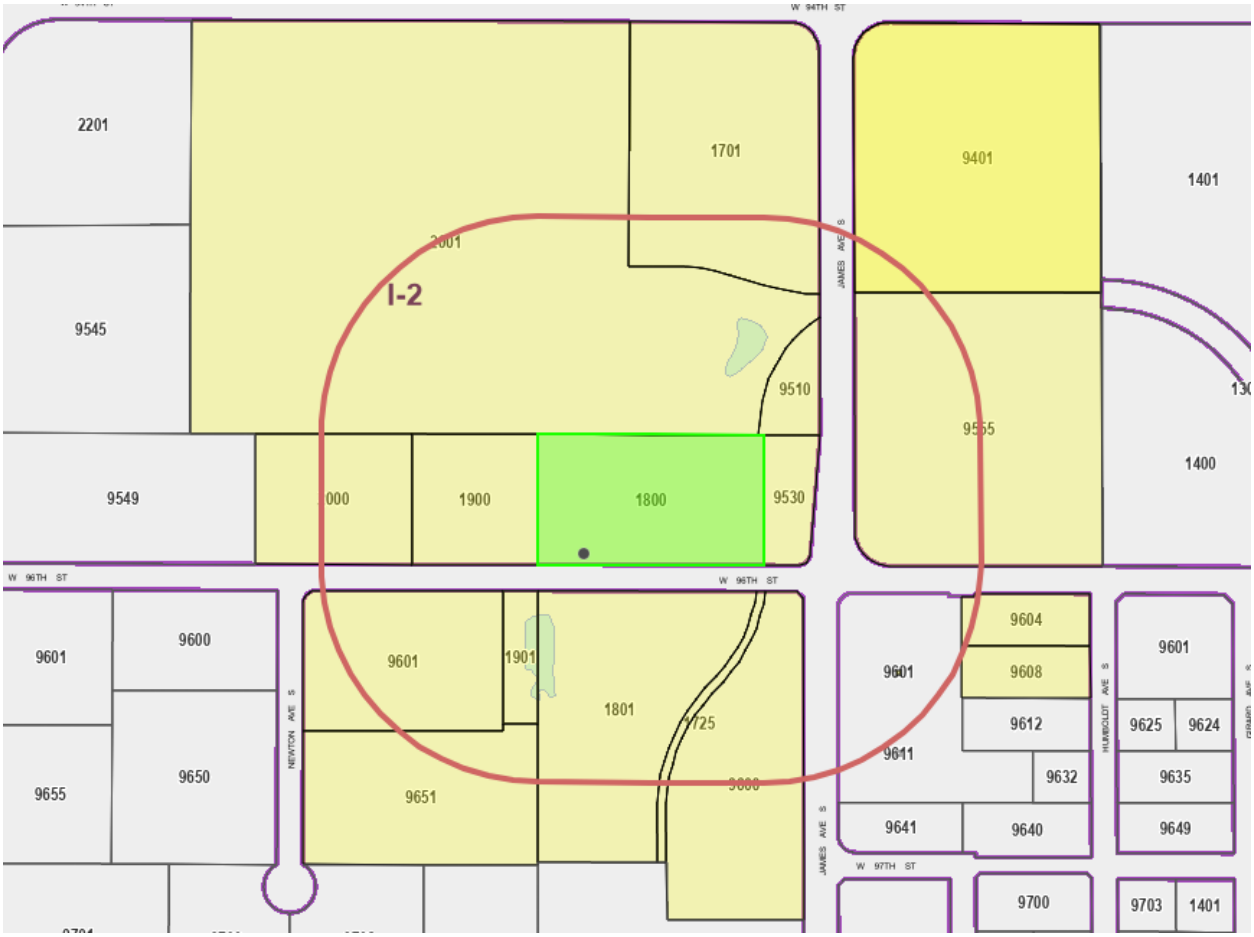
CITY OF BLOOMINGTON
NOTICE OF PUBLIC HEARING
BY THE PLANNING COMMISSION

The Bloomington Planning Commission will hold a public hearing on September 18, 2025, at 6:00 pm in the Council Chambers at Bloomington Civic Plaza, 1800 West Old Shakopee Road, Bloomington, Minnesota, or by electronic means as permitted by State law, to consider File PL202500113, an application by the City of Bloomington for Final Site and Building Plans to construct an approximately 40,000 square-foot City fleet maintenance facility located at 1800 West 96th Street in the City of Bloomington.

Review information and materials at www.blm.mn/notices. For more information or to submit comments, contact Emily Hestbech, Planner, 1800 West Old Shakopee Road, Bloomington, MN 55431-3027. (952) 563-4507 or ehestbech@BloomingtonMN.gov

Published in the
Sun Current
September 4, 2025
1489089

City of Bloomington Notification Map



Case PL2025-113

Subject Properties: 1800 W 96th St

Notification Boundary (500 feet)

Subject Property/Properties

Notified Properties

N
W E
S

PONO LLC
9530 JAMES AVE S
BLOOMINGTON, MN 55431

SCHOENBORN ROBERT J
8610 HARRIET AVE S
BLOOMINGTON, MN 55420

ROYCE ELLIOTT F FAMILY LP
2517 HUNTINGTON AVE
MPLS, MN 55416

CITY OF BLOOMINGTON
1800 W OLD SHAKOPEE RD
BLOOMINGTON, MN 55431

SOUTHTECH II REALTY IN LLC
1075 BROAD RIPPLE AVE #309
INDIANAPOLIS, IN 46220

2000 WEST 96TH STREET LLC
9361 PENN AVE S
BLOOMINGTON, MN 55431

O'BRIEN PROPERTY LLC
8997 WILLOWBY CROSSING
MAPLE GROVE, MN 55311

C ADELMANN FAMILY LP
8610 HARRIET AVE S
BLOOMINGTON, MN 55420

EMPIRE BUILDER INVESTMNTS
21778 HIGHVIEW AVE
LAKEVILLE, MN 55044

KENSINGTON INVESTMENTS IV
5424 E CAMELHILL RD
PHOENIX, AZ 85018

MARKID PROPERTIES II LLC
10471 BARNES AVENUE
INVER GROVE HEIGHTS, MN 5507

EDWARDS, JON
3509 RALEIGH AVE
MPLS, MN 55416

KENSINGTON INVSTMT I LLC
5424 CAMELHILL RD E
PHOENIX, AZ 85018

NEWTON PROPERTIES
9655 NEWTON AVE S
BLOOMINGTON, MN 55431

2145 DE LLC
1907 WAYZATA BLVD #250
WAYZATA, MN 55391

SOO LINE RAILROAD CO
21778 HIGHVIEW AVE
LAKEVILLE, MN 55044

MN VENTURES INVESTMENTS LLC
5201 EDEN AVE SUITE 50
EDINA, MN 55436

CITY OF BLOOMINGTON MINNESOTA

Planning Commission Item

Originator	Item
Community Development	**2.1 Public Hearing: Normandale Lake District Plan Amendment**
Agenda Section Item 2	Date September 18, 2025

Requested Action:

Staff recommends approval of the findings of the pedestrian safety study through the following motion:

In Case #2025-108, I move to recommend the City Council approve and adopt the findings of the pedestrian safety study which include short term and long-term pedestrian improvements to the intersection of W 84th Street and Normandale Boulevard.

Staff recommends approval of the Normandale Lake District Plan amendment through the following motion:

In Case #2025-108, I move to recommend the City Council adopt a Resolution approving the Normandale Lake District Plan Update Amendment, removing the reference to the pedestrian bridge over the W 84th St and Normandale Blvd intersection.

Item presented by: Dakota Kastenday, Planning Supervisor
Jeremy Melquist, Civil Engineer

Description:

Normandale Lake District Plan Amendment that removes the reference to a pedestrian bridge at W 84th St and Normandale Blvd and instead includes information for at-grade pedestrian and bicycle safety improvements.

Attachments:

Staff Report
Exhibit A - Text Amendments to NLDP
Exhibit B - Summary Edits to NLDP
Exhibit C - Amended NLDP

Exhibit D - Pedestrian Safety Study
Affidavit of Publication

GENERAL INFORMATION

Applicant:	City of Bloomington
Location:	Citywide
Request:	Normandale Lake District Plan Amendment that removes the reference to a pedestrian bridge at W 84th St and Normandale Blvd and instead includes information for at-grade pedestrian and bicycle safety improvements.

HISTORY

City Council Action:	05/19/2008 – Normandale Lake District Plan Adopted
City Council Action:	12/18/2017 – Normandale Lake District Plan 2017 Update Adopted (Case #PL2017-213)
Planning Commission:	06/12/2025 – Study item discussion on at-grade intersection improvement alternatives (Case #PL2025-69)
City Council:	06/30/2025 – Study item discussion on at-grade intersection improvement alternatives (Case #PL2025-69)

CHRONOLOGY

Planning Commission	09/18/2025	Public hearing scheduled
Council	10/13/2025	Public hearing anticipated

DEADLINE FOR AGENCY ACTION

Application Date:	07/25/2025
60 Days:	09/23/2025
120 Days:	11/22/2025
Applicable Deadline:	**Waived by the City**

STAFF CONTACT

Dakota Kastenday, Planning Supervisor
Phone: (952) 563-8926
E-mail: dkastenday@bloomingtonmn.gov

PROPOSAL

This proposed amendment to the Normandale Lake District Plan (NLDP) would remove reference to a proposed east-west pedestrian bridge over the Normandale Blvd and W 84th Street intersection and instead replace it with language recommending at-grade intersection improvements.

Based on feedback from the Planning Commission and City Council, the direction was to remove the pedestrian bridge and move forward with at-grade intersection improvements. Four design alternatives were drafted by Bolton & Menk, the City's traffic consultant assigned to complete the analysis and prelimianry design work. Staff would recommend a **modified Alternative #2** as the preferred alternative to make future improvements to the W 84th Street and Normandale Boulevard intersection.

BACKGROUND

There is concern that the bridge structure would not meet a cost-benefit analysis, especially in lieu of other at-grade treatments that could improve the pedestrian experience at the intersection. The pedestrian bridge was presented as an opportunity to improve non-motorized mobility in the District in an area with high traffic volumes. Traffic volumes and patterns in the intersection have shifted over time with the opening of the westbound on-ramp to I-494 at East Bush Lake Road. Overall, the cost of the bridge is estimated to be approximately $5,000,000 and the resulting route would be long and circuitous. The longer the route to utilize a pedestrian bridge, the rate of utilization typically diminishes in comparison to a more direct route.

As long as the pedestrian bridge remains a goal within the Plan, the City must continue to plan financially for this capital improvement. Funding for the infrastructure improvements outlined in the NLDP comes from the Normandale Lake District Capital Project Fund, which is financed through the Normandale Lake Tax Abatement District that is primarily funded by the property tax levy.

A study was completed by Bolton & Menk that identified a number of alternative intersection improvements for pedestrians and bicycles. Alternatives were presented to Planning Commission and City Council in June 2025 for input on a preferred alternative (Case #PL2025-69). Based on feedback from the Planning Commission and City Council, Bolton & Menk drafted a fifth alternative that combines elements from alternative #1 and alternative #2. Normandale Boulevard is a County roadway and Hennepin County staff also reviewed the alternatives and preferred the mo

dified Alternative #2. City staff also recommend this alternative to improve pedestrian and bicycle safety at the W 84th St and Normandale Blvd intersection.

ANALYSIS

Alternatives to make at-grade improvements. The final memorandum from Bolton & Menk outlines five alternatives for at-grade improvements for bicycles and pedestrians and their projected costs, which are summarized below and included in Exhibit D.

Alternative 1 – Single left turn lanes ~$800,000

This alternative reduces the dual left turn lanes to one left turn lane at two approaches of the intersection. Westbound traffic on West 84th Street turning left onto southbound Normandale Blvd and northbound traffic on Normandale Blvd turning left onto westbound West 84th Street would be reduced to one lane. This alternative reduces the crossing distance for pedestrians and cyclists by reducing the number of lanes and providing two new median refuge islands. This alternative could cause delays for vehicles wanting to turn left as queuing space is reduced.

Alternative 2 – Low angle entry channelized right turn lanes ~$2,750,000

The existing channelized right turn lanes feature sweeping radii, acceleration lanes and add lanes to the roadway. All of these factors enable right turning vehicles to maintain high travel speeds through the channelized areas, which is detrimental to pedestrian safety. This alternative would reconfigure the geometry of the channelized right turn lanes. This low angle reconfiguration would help to improve sightlines, reduce crossing distances and lower vehicle speeds. This alternative could cause delays for vehicles wanting to turn right as queuing space is reduced.

Alternative 3 – Standard NB and EB right turn lanes ~$2,650,000

This alternative would remove the channelized right turn lanes at two approaches of the intersection and convert them back to a traditional intersection geometry. This would remove the channelized right turn lane for eastbound traffic on West 84th Street turning right onto southbound Normandale Blvd and remove the channelized right turn lane for northbound traffic on Normandale Blvd turning right onto eastbound W 84th Street. This alternative would install low-angle entry channelized right turn lanes from Alternative 2 to the north segment of the intersection. This would provide improved pedestrian and cyclist safety as right turns would now be signalized, and vehicles would be turning at slower speeds.

Alternative 4 – Single left turn lanes, standard NB and EB right turn lanes ~$3,100,000

This alternative would combine elements from Alternative 1 and 3 to further help reduce crossing distances for pedestrians and bicyclists. This alternative would match Alternative 3, except that it

also adds the removal of dual left turn lanes on two approaches of the intersection from Alternative 1. This was created based on feedback from the Planning Commission and City Council.

Modified Alternative 2 - Single left turn lanes, low entry channelized right turn lanes ~$3,500,000

This alternative would combine elements from Alternative 1 and 2 to further help reduce crossing distances for pedestrians and bicyclists. This alternative would match Alternative 2, except that it also adds the removal of dual left turn lanes on two approaches of the intersection from Alternative 1. This was created based on feedback from the Planning Commission and City Council, as well as preferences from both Hennepin County and Bolton & Menk.

Additional considerations for channelized right turn lanes. With the preferred modified Alternative 2, the turning geometry is reconfigured, and the acceleration lanes are removed from the channelized right turn lanes to slow down vehicle speeds and improve pedestrian and bicycle safety. Additional short-term and long-term safety improvements that could also be considered include:

- Installation of additional pedestrian regulatory and warning signage
- Installation of pedestrian-activated beacons (i.e. Rectangular Rapid Flashing Beacon)
- Installation of high-visibility crosswalk markings and advanced yield lines
- Raised pedestrian crossings

Normandale Lake District Plan Amendment. The Normandale Lake District is also a Tax Abatement District, so capital improvement projects identified in the NLDP are programmed from the Normandale Lake District Capital Project Fund, which is funded by the property tax levy. The City must continue to financially plan for the pedestrian bridge, even if it will never be constructed since it is listed in the NLDP. The proposed text amendment would remove references to the pedestrian bridge and instead include information for at-grade pedestrian and bicycle safety improvements. This would allow the City to reduce Capital Project Funds (tax levy dollars) and dedicate funds to other relevant projects in the District.

The proposed text amendment is summarized below and is also outlined in Exhibits A through C. There are a few minor grammatical errors that staff want corrected that are included. The primary update is to pages 2.16 and 2.17 of the NLDP. The existing title “Pedestrian Bridge” on page 2.16 would be updated to “Improving Bicyclist and Pedestrian Environment.” The paragraph about the proposed pedestrian bridge on page 2.17 would be replaced with more general information about the various at-grade improvements that could be made at the intersection. This updated language was left intentionally broad to ensure another amendment to the NLDP would not be needed before making improvements to the intersection. The final change is that the pedestrian bridge is removed from the project table on page 3.4.

OUTREACH

- Newspaper Notice (10-day notice – 09/04/25 Sun Current)
- Public Hearing Notice Online
- E-Subscribe Group Notification

RECOMMENDATION

Staff recommends approval of the findings of the pedestrian safety study through the following motion:

In Case #2025-108, I move to recommend the City Council approve and adopt the findings of the pedestrian safety study which include short term and long-term pedestrian improvements to the intersection of W 84th Street and Normandale Boulevard.

Staff recommends approval of the Normandale Lake District Plan amendment through the following motion:

In Case #2025-108, I move to recommend the City Council adopt a Resolution approving the Normandale Lake District Plan Update Amendment, removing the reference to the pedestrian bridge over the W 84th St and Normandale Blvd intersection.

EXHIBIT A: Text amendments to Normandale Lake District Plan

The following document outlines the various text changes to be approved with this District Plan Amendment to the Normandale Lake District Plan. The text amendment removes the reference to the proposed pedestrian bridge at W 8th St and Normandale Blvd and instead includes information for at-grade pedestrian and bicycle safety improvements. There are also a few minor grammatical errors that are being corrected. The new additions to the District Plan are underlined and in red text for emphasis. Text removal is in [~~bracketed strikethrough~~] text.

***

Title Page 3

Add text: *Page left intentionally blank*

***

Title Page 4

Update title to: Normandale Lake District Plan 2017 Update

Update resolution number to: 2017-171

***

Title Page 5

Remove text: [~~V. Appendix B~~]

***

Pg 1.5

Add text after third bullet paragraph:

Normandale Lake District Plan 2025 Amendment

Removal of a potential pedestrian bridge

The main driver of the 2025 NLDP amendment is to remove the reference for an east-west pedestrian bridge over the Normandale Blvd and W 84th Street intersection. While the original 2008 NLDP called for the pedestrian bridge, it has been determined by staff that the bridge cost and design would not meet a cost-benefit analysis. The bridge would have needed to be built to meet height clearances that would have created long and circuitous route for pedestrians and bicyclists. There are other opportunities, however, to make at-grade improvements at the intersection. A pedestrian and bicyclist safety study was conducted by Bolton & Menk and alternatives were presented to the Planning Commission and City Council for feedback.

The recommendation for the 2025 NLDP amendment is to explore at-grade intersection improvements that could include the removal of dual left-turn lanes and converting channelized right-turn lanes to traditional intersection designs or low angle entry channelized right turn lanes. The pedestrian bridge project has been removed from the Implementation Plan and replaced with the proposed at-grade improvements. The section related to bicycle and pedestrian progress since 2008 has also been updated to remove the reference to the pedestrian bridge and outlines new at-grade intersection improvements that align with the goals of the 2008 NLDP and 2017 NLDP Update.

Update text:

How to Use This Document

The 2025 NLDP amendment focuses on removing the reference to the pedestrian bridge over the Normandale Blvd and W 84th intersection and updating bicycle and pedestrian progress since 2008. The 2017 NLDP update focused[~~s~~] on the public improvements needed to accommodate changes in land use patterns. It does not change or adjust the vision, goals and objectives set in the original 2008 NLDP; however some of the specific projects described in the Implementation Plan have been changed or adjusted. To see the full discussion regarding the District's vision, goals and objectives please see page 4.1 of the 2008 NLDP. The next chapter, *Progress Since 2008, Other Considerations, and Recommendations*, provides an overview of the projects recommended in the 2008 NLDP. Each project type has three sections. The first section summarizes the status of the projects. The second section briefly explains the impacts of the completed projects as well as other changes that have occurred since the 2008 NLDP. The third section discusses recommendations for the District in light of changes since the 2008 NLDP. The final chapter of this report is the Implementation Plan. It takes the recommendations from the previous chapter and assigns a timeline priority and identifies responsible implementation parties. It also discusses the strategy to fund the projects. The projects are divided into short term and future project timeframes. Some will be implemented immediately while others may require additional study or may never be completed if unanticipated changes in the market occur. The NLDP should continue to be updated periodically to evaluate progress and market changes.

***

Pg 2.14

Update text:

Bicycle and Pedestrian Progress since 2008

The 2008 NLDP recommended trail and sidewalk improvements to facilitate pedestrian and bicycle connections throughout the District as described in Table 7 above[~~below~~].

***

Pg 2.16

Update text:

Improving Bicyclist and Pedestrian Environment [~~Pedestrian Bridge~~]

Much of the need for the pedestrian bridge that was proposed in the 2008 plan was driven by the need for triple left turn lanes, but those are no longer necessary. However, the intersection still remains a barrier to pedestrians and bicyclists. These roadways are wide, carry a large number of vehicles, and can be difficult to safely navigate. Pedestrians and bicyclist would benefit from an improved crossing experience at this intersection [~~and an elevated pedestrian crossing~~].

Pg 2.17

Update text:

Potential improvements to the Normandale and 84th Street intersection could include removing dual left turns lanes to reduce the number of travel lanes pedestrians and bicyclists must cross. Some approaches of the intersection could convert channelized right-turn lanes to traditional intersection designs. However, the north approach of Normandale Blvd sees a heavy amount of right-turns and needs a channelized right-turn lane to not increase significant traffic delays. Any channelized right-turn lanes could be converted to low-angle entry channelized right-turn lanes to reduce vehicle speeds and improve pedestrian and bicyclist safety. Other short-term recommendations could include enhanced intersection striping, signage at pedestrian crossing areas and pedestrian-activated rectangular rapid flashing beacons (RRFBs). Intersection improvements should improve sightlines between drivers and pedestrians, reduce crossing distances for pedestrians and bicyclists and lower vehicle speeds through the intersection.

[~~An east/west pedestrian bridge can provide a more direct connection over the intersection. However, because of the limited right of way the cost of the bridge is high. Additionally, to comply with the Americans with Disabilities Act (ADA), the bridge would either be a switchback style bridge or helix style on the approaches. The added approach lengths could create an inefficient route if it's perceived to take walkers longer than crossing at street level. Additional study will be needed to determine the appropriate placement and style of a pedestrian bridge. A pedestrian bridge at this location has potential to create a regional bicycle network connection. If a bicycle connection can be made along East Bush Lake Road and Edina Industrial Boulevard to Nine Mile Creek Trail there is potential to connect to the multiuse trail along France Avenue. West 84th Street has been identified as a Tier 2 Alignment for the Metropolitan Council's Regional Bicycle Transportation Network. This potential to link regional trails makes the bridge attractive for grant opportunities which could assist in funding the bridge.~~]

Pg 2.18

Update Figure 13 to remove reference to “Potential Pedestrian Bridge”

***

Pg 2.20

Update text:

Improved Connection

• Fill gaps in the sidewalk network. A sidewalk should be installed along the south side of American Boulevard when the adjacent property (“Jostens’s site”) develops.

• Rehabilitate existing abutments on pedestrian bridge over West 84th Street. The bridge is in need of rehabilitation.

• East Bush Lake Road bicycle and pedestrian connection between Normandale Lake Park (Hyland-Bush-Anderson Lakes Regional Park Reserve) and Nine Mile Creek Regional Trail in Edina.

• Explore potential to create a sidewalk connection on the west side of Normandale Service Road from Hilton/Pacer Center area south toward West 84th Street.

• Implement Alternative Transportation Plan project recommendations and regional trails such as the American Boulevard off road trail.

[~~• The pedestrian bridge over Normandale Boulevard at West 84th Street while no longer required, should be retained as a potential future, long-range project to facilitate a safer environment for pedestrians and bicycles.~~]

Pg 2.21

Update text:

Additional Study

• Perform baseline pedestrian and bicycle counts in the District.

• Continue to participate in Three Rivers Park District feasibility study for an East Bush Lake Road bicycle and pedestrian connection to evaluate the feasibility of a trail connection between Normandale Lake Park (Hyland-Bush-Anderson Lakes Regional Park Reserve) and Nine Mile Creek Regional Trail in Edina.

• Discuss interim pedestrian connection from West 82nd Street to Life Time Fitness with private property owners. This could significantly reduce walking distance between the east and west halves of the District and encourage more pedestrian activity.

[~~• Work with Hennepin County to study pedestrian crossing and other potential streetscape improvements to enhance the pedestrian realm at West 84th Street and Normandale Boulevard.~~]

Update margin text:

Incremental improvements made in conjunction with new road and development projects have resulted in a comprehensive sidewalk and trail network. The 2008 NLDP focused on creating a needed pedestrian and bicycle connection over Normandale at West 84th Street as part of the proposed intersection improvements. Since the pedestrian bridge is [~~intersection improvements are~~] no longer deemed necessary, [~~the need for a pedestrian bridge is greatly reduced.~~] f[~~F~~]ocus can be shifted towards enhancing the sidewalk and trail network and addressing existing barriers such as improving crosswalks and reducing crossing distances for pedestrians and bicyclists.

***

Pg 2.32

Add text: *Page left intentionally blank*

***

Pg 3.4

Remove pedestrian bridge from project table:

~~Pedestrian bridge over Normandale Blvd at W. 84th St~~	~~Bloomington~~	~~TBD~~	~~Future Project~~

***

Pg 4.5

Add text: *Page left intentionally blank*

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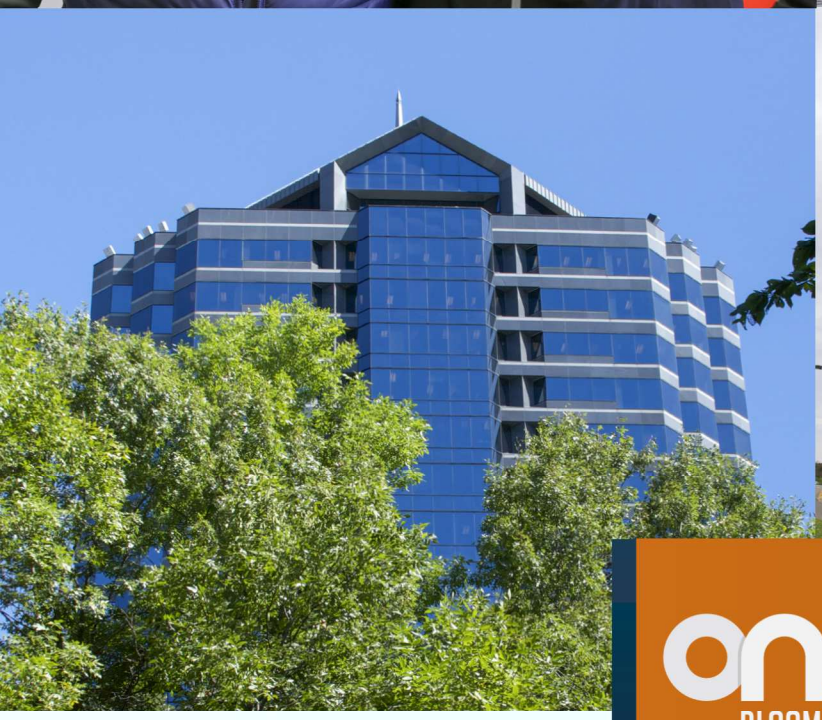
Pg 5.1-5.3

Delete pages

EXHIBIT B: Summary Edits to Normandale Lake District Plan



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CITY OF BLOOMINGTON MINNESOTA

NORMANDALE LAKE DISTRICT PLAN

DECEMBER 18, 2017

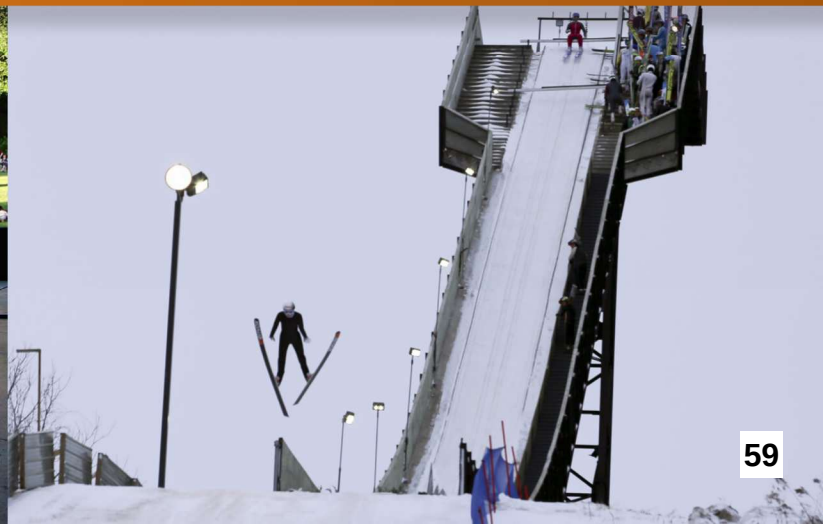


EXHIBIT B: Summary Edits to Normandale Lake District Plan

Add text: *Page left intentionally blank*

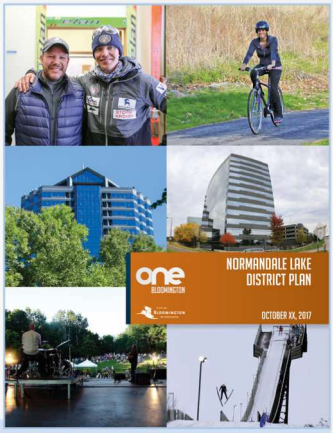
Update Title to Be: *Normandale Lake District Plan 2017 Update*

Minnesota River Valley Strategic Plan

Update Resolution Number to: *2017-171*

The Bloomington City Council placed this District Plan into effect on December 18, 2017, by adopting Resolution 2018-171.

Note that comprehensive plans are amended from time to time. The city maintains an up-to-date version of its Comprehensive Plan on its website: BloomingtonMN.gov. A hard copy of the most current version is available at the Planning Division, Bloomington Civic Plaza, 1800 West Old Shakopee Road, Bloomington, MN 55431-3027, PH 952-563-8920.



Contacts and Credits

City Council

December 2017

Mayor	**Councilmembers**	Jack Baloga	Tim Busse	Dwayne A. Lowman
Gene Winstead		Shawn Nelson	Kim Vlaisavljevich	Jon Oleson

Planning Commission

November 2017

Chair	**Commissioners**	Tom Goodrum	Kalli Bennett	Jon Solberg
Kelley Spiess		Kevin Swanson	Leone Snyder	Budd Batterson

City Staff Advisory Committee

December 2017

Jamie Verbrugge, *City Manager*	Larry Lee (retired), *Community Development Director*	Glen Markegard, *Planning Manager*	Julie Farnham**, Londell Pease, *Senior Planners*	Mike Centinario, Nick Johnson, Michael Palermo*, Shawn James, *Civil Planners*
Liz O'Day, *Planning Technician*	Jennifer Desrude, *Civil Engineering Development Coordinator, Public Works Department*	Amy Sevig, *Accountant, Finance Department*	Carolyn Lane, Mike Hiller, *Project Support Staff Administration*	SRF Consulting Group, Inc., *PADP Consultants*

CONTENTS

Delete

I.INTRODUCTION

3. To update the District implementation Plan to reflect work completed since 2008.

Many of the projects from the 2008 NLDP implementation plan have been completed. This 2017 NLDP update will review the status of projects recommended in the 2008 NLDP. In addition to the 2015 traffic study, utility models were updated to evaluate infrastructure needs to accommodate the changing land uses. These infrastructure improvement projects will be incorporated into an updated Implementation Plan.

Add information about the 2025 NLDP update here, see text document for change.

How to Use This Document

The 2017 NLDP update focuses on the public improvements needed to accommodate changes in land use patterns. It does not change or adjust the vision, goals and objectives set in the 2008 NLDP; however some of the specific projects described in the Implementation Plan have been changed or adjusted. To see the full discussion regarding the District's vision, goals and objectives please see page 4.1 of the 2008 NLDP.

The next chapter, *Progress Since 2008, Other Considerations, and Recommendations,* provides an overview of the projects recommended in the 2008 NLDP. Each project type has three sections. The first section summarizes the status of the projects. The second section briefly explains the impacts of the completed projects as well as other changes that have occurred since the 2008 NLDP. The third section discusses recommendations for the District in light of changes since the 2008 NLDP.

The final chapter of this report is the Implementation Plan. It takes the recommendations from the previous chapter and assigns a timeline priority and identifies responsible implementation parties. It also discusses the strategy to fund the projects. The projects are divided into short term and future project timeframes. Some will be implemented immediately while others may require additional study or may never be completed if unanticipated changes in the market occur. The NLDP should continue to be updated periodically to evaluate progress and market changes.

Path near Covington Apartment and Norman Point

An example of expanding upon the park-like character of the district.

The vision and goals for the District were set during the 2008 planning process. The 2017 NLDP Update was guided by this work. A summary of the vision and goals is provided below. To see a full discussion of the goals, vision, and objectives see page 4.1 of the 2008 NLDP (under separate cover).

Vision: The Big Idea

Continue to develop as a high quality, high density mixed use area in a manner that extends, reinforces and celebrates the natural environment.

Three primary goals to achieve this vision include:

a. Expand the park-like character.

b. Improve identity and connectivity.

c. Achieve a more visually cohesive built environment

Traffic congestion relief was the driving force for major improvements in the 2008 NLDP. Shifts in land uses and providing westbound access to I-494 from East Bush Lake Road have changed traffic patterns and thus, the District's roadway needs. An updated traffic study has shifted investment priority from major improvements at the intersection of Normandale Boulevard and West 84th Street to smaller improvements at other areas throughout the District.

It was converted to improve traffic operations at West 84th Street. This improvement would help complete the conversion and create addition green space to enhance the park-like character with potential use for events in the District.

- Install signal at American Boulevard and Normandale Lake Boulevard. This intersection is located adjacent to the District's two vacant development sites and near the entrance to the Normandale Lake Townhomes. As these sites are developed, additional traffic will be generated which may warrant a signalized intersection. To assist operation of a signalized intersection a right turn lane should be constructed. Signal construction and operation costs will need to be shared between the private developments to the north since the northern leg of the intersection is a private road.

Normandale Boulevard Pedestrian Bridge	
Design and construct pedestrian bridge	Not Required
Work with MnDOT to integrate east ramp approach into berm around Goldman Pond	Not Required
Work with Three Rivers Park District to integrate west ramp with park trails	Not Required
Trails	
Work with MnDOT to develop a plan for trails around Goldman Pond connecting to creek underpass tunnel	Not completed
Improve sidewalk/trail on American Blvd. Bridge	Not completed (Bridge was not Reconstructed)
Remove sidewalks on W. 84th St. at Normandale Blvd.	Delete

Table 7: 2008 Normandale Lake District Plan Pedestrian Bridge Improvements

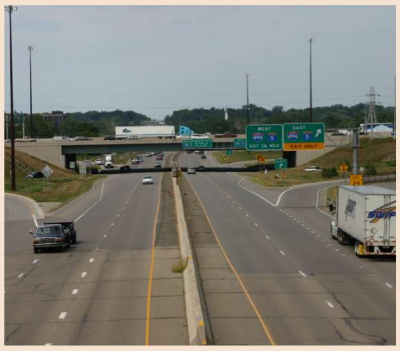
Bicycle and Pedestrian Progress since 2008

The 2008 NLDP recommended trail and sidewalk improvements to facilitate pedestrian and bicycle connections throughout the District ~~as described in Table 7~~ below. In coordination with streetscaping most trail and sidewalk projects were installed except along a few remaining parcels that do not have a trail or sidewalk connection.

above

A pedestrian bridge over Normandale Boulevard was required as part of the West 84th Street and Normandale Boulevard intersection improvements. To keep the intersection operating at optimal levels for traffic flow (i.e., LOS D or better), at-grade pedestrian crossings needed to be removed from the intersection. This included removing sidewalks along West 84th Street to discourage pedestrian movements and enhancing access through the Nine-Mile Creek underpass below Normandale Boulevard. The pedestrian bridge and underpass improvements were not completed because intersection improvements were not required, as discussed in the previous section. However, since 2008, improvements to the intersection, including sidewalks, were added to provide better pedestrian accommodation. The median at

EXHIBIT B: Summary Edits to Normandale Lake District Plan



Remove reference to "elevated pedestrian crossing"

Rename to "Improving Bicyclist and Pedestrian Environment"

Pedestrian Bridge

Much of the need for the ~~pedestrian bridge that was proposed in the~~ 2008 plan was driven by the need for triple left turn lanes, but those are no longer necessary. However, the intersection still remains a barrier to pedestrians and bicyclists. These roadways are wide, carry a large number of vehicles, and can be difficult to safely navigate. Pedestrians and bicyclist would benefit from an improved crossing experience at this intersection and an elevated pedestrian crossing.

Important pedestrian destinations are Normandale Lake and the retail center on the east side of Normandale Boulevard. The office park, townhomes, condos, apartments, and hotels in the northwest quadrant of Normandale and 84th Street can utilize the existing pedestrian bridge over 84th Street, as well as the at-grade crossings of 84th Street to gain access to Normandale Lake Park. The northwest quadrant, however, does not have convenient and safe pedestrian access to the retail center east of Normandale Boulevard. The current crossings are the existing at-grade crossing of Normandale Boullevard/TH-100 and the existing American Boulevard bridge over TH-100. When redevelopment occurs on the east side of Normandale Boulevard, a pedestrian bridge or skyway connecting building or parking ramps north of 84th Street should be studied.

For access to Normandale Lake Park for those crossing on the south side of the intersection of 84th Street and Normandale Boulevard, there is an underpass south of the district at Normandale Boulevard along Nine Mile Creek. This underpass is in need of upgrades to enhance the user experience. The underpass is a quarter mile south of the intersection, which is not convenient for those traveling east and west on 84th Street. The sidewalks are frequently flooded and the pavement is beginning to deteriorate.

Underpass at Nine Mile Creek under Normandale Boulevard

The underpass is located a quarter mile south of West 84th Street and Normandale Boulevard. This picture highlights how high the water can get on a normal afternoon.

Underpass condition

The underpass is in need of upgrades. Water often creeps above the embankment and has started to deteriorate the pavement.

An east/west pedestrian bridge can provide a more direct connection over the intersection. However, because of the limited right of way the cost of the bridge is high. Additionally, to comply with the Americans with Disabilities Act (ADA), the bridge would either be a switchback style bridge or helix style on the approaches. The added approach lengths could create an inefficient route if it's perceived to take walkers longer than crossing at street level. Additional study will be needed to determine the appropriate placement and style of a pedestrian bridge. A pedestrian bridge at this location has potential to create a regional bicycle network connection. If a bicycle connection can be made along East Bush Lake Road and Edina Industrial Boulevard to Nine Mile Creek Trail there is potential to connect to the multiuse trail along France Avenue. West 84th Street has been identified as a Tier 2 Alignment for the Metropolitan Council's Regional Bicycle Transportation Network. This potential to link regional trails makes the bridge attractive for grant opportunities which could assist in funding the bridge.

Revise this section based on findings of intersection study and feedback on preferred alternative, see text document for changes.

Remove reference to "Potential Pedestrian Bridge"

Figure 13: Potential Regional Bicycle Route Connection

American Boulevard

American Boulevard runs east and west providing one of the main connection through the district. Sidewalks are available however there is not a dedicated bikeway. Furthermore, the bridge over Normandale Boulevard, while functionally safe, is underutilized. The corridor has opportunity to be an east-west multimodal thoroughfare.

The City's Alternative Transportation Plan identifies American Boulevard as a potential bikeway. It recommends an off-street bicycle facility. While long-term efforts will continue to support the installation of an off-street bicycle facility in the short-term there is potential for on-street bike lanes. Today's traffic volumes suggest that there is potential to install bike lanes and reconfigure the roadway. A reconfigured roadway could improve safety for vehicles and pedestrians by reducing the number of conflict points and increase sightlines. A comprehensive multimodal study of American Boulevard should be considered before such a conversion as new developments are expected to come online increasing traffic volume. The study should identify short term and long term recommended improvements to improve pedestrian and bicycle access while ensuring safe travel for vehicular traffic.

Additionally, it is important to promote pedestrian usage of the American Boulevard Bridge. This connection offers the same walking distance and time for the office and residential buildings west of Normandale Boulevard to the commercial center to the east. Promoting this could sway those to take the safer route rather than crossing at West 84th Street. Wayfinding signage, public art, and railings can entice those on the west to use the existing overpass. Furthermore, there might be potential for an easement to allow pedestrians more direct access to the commercial center through the Normandale Lake Estates' common space. This route would provide a pedestrian shortcut benefiting the surrounding office, hotel, residential, and commercial uses.

Safety and Improved Pedestrian Experience

- North side of West 84th Street and Normandale Boulevard pedestrian crossing improvements including:
  - Install new curb ramps and pedestrian actuated signals to meet ADA standards
  - Remove section of median that encroaches into crosswalk.

  These improvements will enhance safety for all users.
- Consider installing a rectangular rapid flash beacon (RRFB) to warn drivers of potential pedestrians crossing at southbound right turning movement off of Normandale Boulevard. This could help calm traffic which could provide a safer environment for pedestrians to cross.
- Evaluate the benefit of adding an island between the two northbound lanes at West 84th Street and Normandale Service Road. The street is wide for pedestrians to cross.
- Improve sidewalk and trail on American Boulevard Bridge over Normandale Boulevard. Consider adding public art or other enhancements to the bridge to create a gateway effect and enhance the pedestrian experience.
- Improve pedestrian crossing on the south side of West 84th Street and Normandale Boulevard to create a safer more pedestrian friendly environment.
- Install lighting at the existing pedestrian bridge over West 84th Street.

Improved Connection

- Fill gaps in the sidewalk network. A sidewalk should be installed along the south side of American Boulevard when the adjacent property ("Jostens's site") develops.
- Rehabilitate existing abutments on pedestrian bridge over West 84th Street. The bridge is in need of rehabilitation.
- East Bush Lake Road bicycle and pedestrian connection between Normandale Lake Park (Hyland-Bush-Anderson Lakes Regional Park Reserve) and Nine Mile Creek Regional Trail in Edina.
- Explore potential to create a sidewalk connection on the west side of Normandale Service Road from Hilton/Pacer Center area south toward West 84th Street.
- Implement Alternative Transportation Plan project recommendations and regional trails such as the American Boulevard off road trail.
- The pedestrian bridge over Normandale Boulevard at West 84th Street while no longer required, should be retained as a potential future, long-range project to facilitate a safer environment for pedestrians and bicycles.

Remove pedestrian bridge reference to remove it from CIP planning

EXHIBIT B: Summary Edits to Normandale Lake District Plan

Additional Study

- Perform baseline pedestrian and bicycle counts in the District.
- Continue to participate in Three Rivers Park District feasibility study for an East Bush Lake Road bicycle and pedestrian connection to evaluate the feasibility of a trail connection between Normandale Lake Park (Hyland-Bush-Anderson Lakes Regional Park Reserve) and Nine Mile Creek Regional Trail in Edina.
- Discuss interim pedestrian connection from West 82nd Street to Life Time Fitness with private property owners. This could significantly reduce walking distance between the east and west halves of the District and encourage more pedestrian activity.
- Work with Hennepin County to study pedestrian crossing and other potential streetscape improvements to enhance the pedestrian realm at West 84th Street and Normandale Boulevard.

Transit Progress

The 2008 NLDP focused on creating a more transit friendly environment through enhanced bus stops and improved service. Working with Metro Transit, routes have been modified to improve access and increase efficiency. The 589 Route provides express service from the District to downtown Minneapolis. Additional east/west service is provided by the 542 and 540 routes. All three routes generally operate every 15-30 minutes.

To improve the user experience two enhanced bus stops were constructed in areas that experience high ridership. The bus stop enhancements included a shelter and decorative concrete pad that matches the streetscape design. Additionally, two stops have been outfitted with a decorative concrete pad. Almost every stop directly connects to a sidewalk. This helps users navigate to and from the stops. A summary of project status is provided in Table 8 with locations shown in Figure 14.

Pictures of Transit Improvements

Decorative concrete pad

Enhanced bus stop with shelter.

Incremental improvements made in conjunction with new road and development projects have resulted in a comprehensive sidewalk and trail network. The 2008 NLDP focused on creating a needed pedestrian and bicycle connection over Normandale at West 84th Street as part of the proposed intersection improvements. Since the intersection improvements are no longer deemed necessary, the need for a pedestrian bridge is greatly reduced. Focus can be shifted towards enhancing the sidewalk and trail network and addressing existing barriers such as improving crosswalks.

Revise text, see text document

Remove this bullet as staff completed study

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III. IMPLEMENTATION PLAN

EXHIBIT B: Summary Edits to Normandale Lake District Plan

Explore a rectangular rapid flash beacon (RRFB) to help pedestrians cross southbound right turning movement off of Normandale Blvd.	Bloomington, Hennepin County	$50,000	Short-term
Explore adding an island between the two northbound lanes at W. 84th St. and Normandale Service Rd.	Bloomington	TBD	Future Project
Discuss interim pedestrian connection from W. 82nd St. to Life Time Fitness with private property owners.	N/A	No Cost	Short-term
Explore sidewalk connection on the west side of Normandale Service Rd. from Hilton/ Pacer Center area to make another pedestrian connection to Poor Richards, etc.	Bloomington	TBD	Future Project
Work with Hennepin County to study pedestrian crossing and other potential streetscape improvements to enhance the pedestrian realm at W. 84th St. and Normandale Blvd.	Bloomington, Hennepin County	$35,000	Future Project
Improve sidewalk/trail on American Blvd. bridge over Normandale Blvd. Explore adding public art, etc. to the bridge to create a gateway effect	Bloomington	TBD	Future Project
Alternative Transportation Plan project recommendations and regional trails	Bloomington and regional partners	TBD	Future Project
Pedestrian bridge over Normandale Blvd. at W. 84th St.	Bloomington	TBD	Future Project

Remove pedestrian bridge from list of future projects

* Project contingent on funding partnership with Hennepin County, Three Rivers Regional Park District, and City of Edina.

**Project contingent on funding partnerships with Hennepin County, Three Rivers Regional Park District, and City of Edina as well as Federal and/or other regional grant dollars.

APPENDIX A

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APPENDIX B

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Appendix B

2015 Normandale Lake District Traffic Study

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EXHIBIT B: Summary Edits to Normandale Lake District Plan

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EXHIBIT B: Summary Edits to Normandale Lake District Plan

EXHIBIT C: Amended Normandale Lake District Plan

one BLOOMINGTON

CITY OF BLOOMINGTON MINNESOTA

NORMANDALE LAKE DISTRICT PLAN

DECEMBER 18, 2017

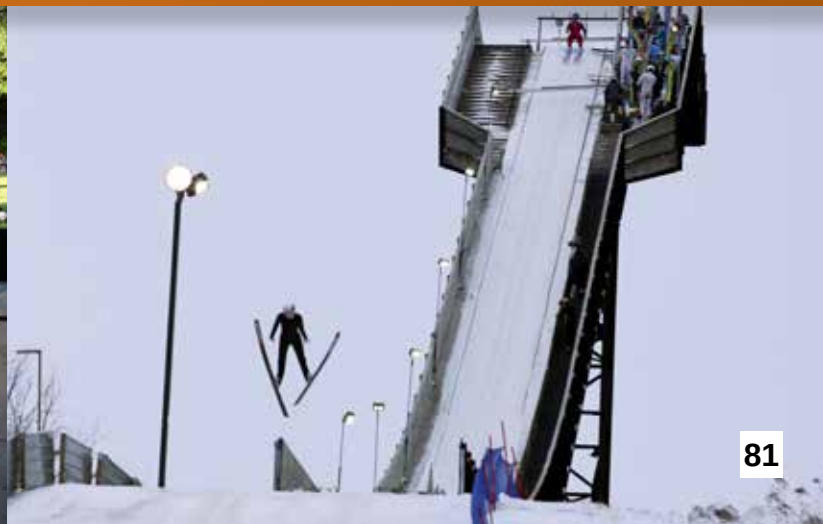

EXHIBIT C: Amended Normandale Lake District Plan

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Normandale Lake
District Plan 2017 (Update)

The Bloomington City Council placed this District Plan into effect on December 18, 2017, by adopting Resolution 2017-171.

Note that comprehensive plans are amended from time to time. The city maintains an up-to-date version of its Comprehensive Plan on its website: BloomingtonMN.gov. A hard copy of the most current version is available at the Planning Division, Bloomington Civic Plaza, 1800 West Old Shakopee Road, Bloomington, MN 55431-3027, PH 952-563-8920.

Contacts and Credits

City Council

December 2017

Mayor	**Councilmembers**	**Jack Baloga**	**Tim Busse**	**Dwayne A. Lowman**
Gene Winstead		**Shawn Nelson**	**Kim Vlaisavljevich**	**Jon Oleson**

Planning Commission

November 2017

Chair	**Commissioners**	**Tom Goodrum**	**Kalli Bennett**	**Jon Solberg**
Kelley Spiess		**Kevin Swanson**	**Leone Snyder**	**Budd Batterson**

City Staff Advisory Committee

December 2017

Jamie Verbrugge, *City Manager*	**Larry Lee (retired),** *Community Development Director*	**Glen Markegard,** *Planning Manager*	**Julie Farnham**, Londell Pease,** *Senior Planners*	**Mike Centinario, Nick Johnson, Michael Palermo*, Shawn James,** *Civil Planners*
Liz O'Day, *Planning Technician*	**Jennifer Desrude,** *Civil Engineering Development Coordinator, Public Works Department*	**Amy Sevig,** *Accountant, Finance Department*	**Carolyn Lane, Mike Hiller,** *Project Support Staff Administration*	**SRF Consulting Group, Inc.,** *PADP Consultants*

CONTENTS

I.INTRODUCTION

3. To update the District implementation Plan to reflect work completed since 2008.

Many of the projects from the 2008 NLDP implementation plan have been completed. This 2017 NLDP update will review the status of projects recommended in the 2008 NLDP. In addition to the 2015 traffic study, utility models were updated to evaluate infrastructure needs to accommodate the changing land uses. These infrastructure improvement projects will be incorporated into an updated Implementation Plan.

Normandale Lake District Plan 2025 Amendment

Removal of a potential pedestrian bridge

The main driver of the 2025 NLDP amendment is to remove the reference for an east-west pedestrian bridge over the Normandale Blvd and W 84th Street intersection. While the original 2008 NLDP called for the pedestrian bridge, it has been determined by staff that the bridge cost and design would not meet a cost-benefit analysis. The bridge would have needed to be built to meet height clearances that would have created long and circuitous route for pedestrians and bicyclists. There are other opportunities, however, to make at-grade improvements at the intersection. A pedestrian and bicyclist safety study was conducted by Bolton & Menk and alternatives were presented to the Planning Commission and City Council for feedback.

The recommendation for the 2025 NLDP amendment is to explore at-grade intersection improvements that could include the removal of dual left-turn lanes and converting channelized right-turn lanes to traditional intersection designs or low angle entry channelized right turn lanes. The pedestrian bridge project has been removed from the Implementation Plan and replaced with the proposed at-grade improvements. The section related to bicycle and pedestrian progress since 2008 has also been updated to remove the reference to the pedestrian bridge and outlines new at-grade intersection improvements that align with the goals of the 2008 NLDP and 2017 NLDP Update.

How to Use This Document

The 2025 NLDP amendment focuses on removing the reference to the pedestrian bridge over the Normandale Blvd and W 84th intersection and updating bicycle and pedestrian progress since 2008. The 2017 NLDP update focused on the public improvements needed to accommodate changes in land use patterns. It does not change or adjust the vision, goals and objectives set in the original 2008 NLDP; however some of the specific projects described in the Implementation Plan have been changed or adjusted. To see the full discussion regarding the District's vision, goals and objectives please see page 4.1 of the 2008 NLDP.

The next chapter, *Progress Since 2008, Other Considerations, and Recommendations,* provides an overview of the projects recommended in the 2008 NLDP. Each project type has three sections. The first section summarizes the status of the projects. The second section briefly

The vision and goals for the District were set during the 2008 planning process. The 2017 NLDP Update was guided by this work. A summary of the vision and goals is provided below. To see a full discussion of the goals, vision, and objectives see page 4.1 of the 2008 NLDP (under separate cover).

Vision: The Big Idea

Continue to develop as a high quality, high density mixed use area in a manner that extends, reinforces and celebrates the natural environment.

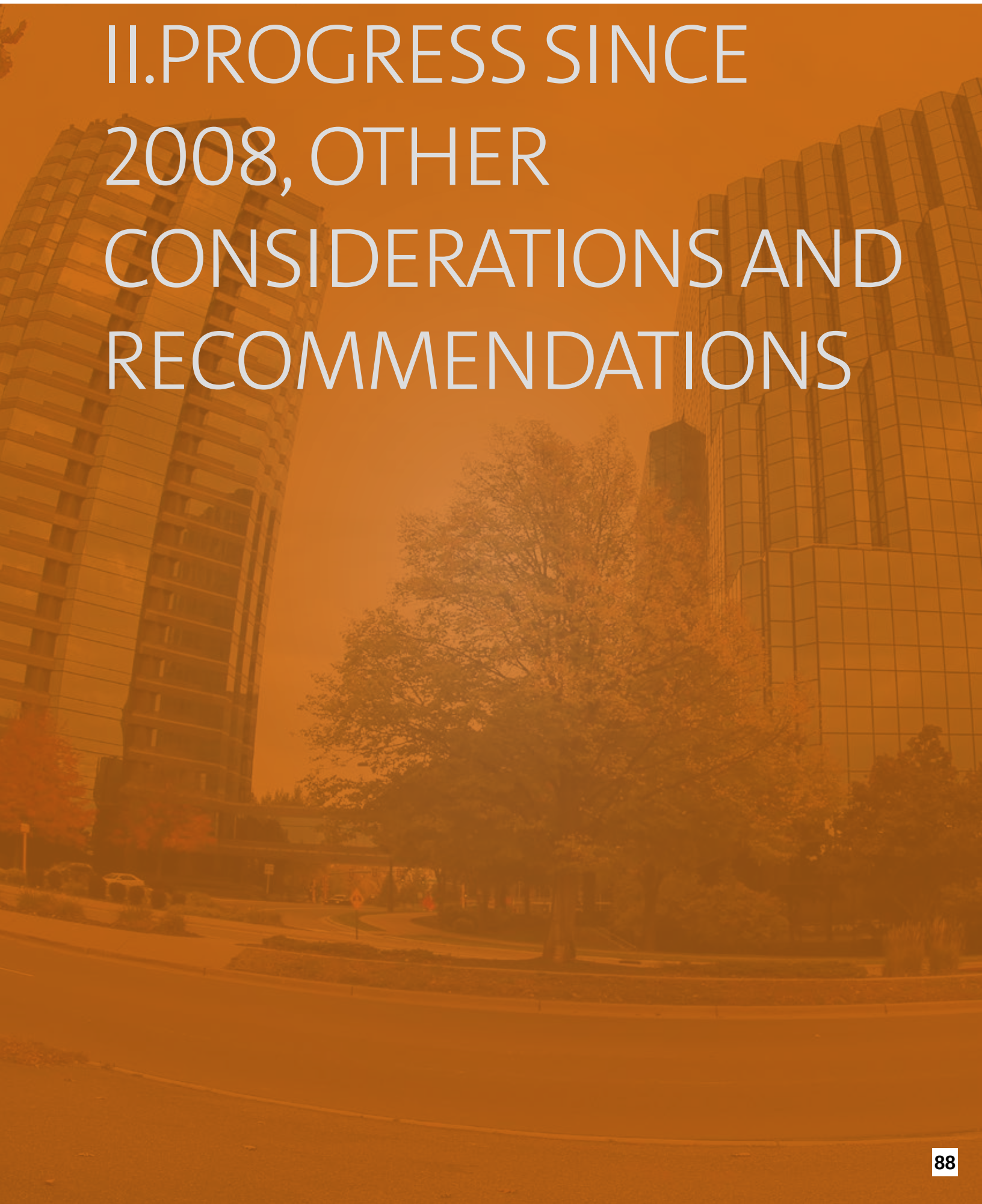
Three primary goals to achieve this vision include:

a. Expand the park-like character.

b. Improve identity and connectivity.

c. Achieve a more visually cohesive built environment

II. PROGRESS SINCE 2008, OTHER CONSIDERATIONS AND RECOMMENDATIONS



Traffic congestion relief was the driving force for major improvements in the 2008 NLDP. Shifts in land uses and providing westbound access to I-494 from East Bush Lake Road have changed traffic patterns and thus, the District's roadway needs. An updated traffic study has shifted investment priority from major improvements at the intersection of Normandale Boulevard and West 84th Street to smaller improvements at other areas throughout the District.

It was converted to improve traffic operations at West 84th Street. This improvement would help complete the conversion and create addition green space to enhance the park-like character with potential use for events in the District.

- Install signal at American Boulevard and Normandale Lake Boulevard. This intersection is located adjacent to the District's two vacant development sites and near the entrance to the Normandale Lake Townhomes. As these sites are developed, additional traffic will be generated which may warrant a signalized intersection. To assist operation of a signalized intersection a right turn lane should be constructed. Signal construction and operation costs will need to be shared between the private developments to the north since the northern leg of the intersection is a private road.

Normandale Boulevard Pedestrian Bridge	
Design and construct pedestrian bridge	Not Required
Work with MnDOT to integrate east ramp approach into berm around Goldman Pond	Not Required
Work with Three Rivers Park District to integrate west ramp with park trails	Not Required
Trails	
Work with MnDOT to develop a plan for trails around Goldman Pond connecting to creek underpass tunnel	Not completed
Improve sidewalk/trail on American Blvd. Bridge	Not completed (Bridge was not Reconstructed)
Remove sidewalks on W. 84th St. at Normandale Blvd.	Delete

Table 7: 2008 Normandale Lake District Plan Pedestrian Bridge Improvements

Bicycle and Pedestrian Progress since 2008

The 2008 NLDP recommended trail and sidewalk improvements to facilitate pedestrian and bicycle connections throughout the District as described in Table 7 above. In coordination with streetscaping most trail and sidewalk projects were installed except along a few remaining parcels that do not have a trail or sidewalk connection.

A pedestrian bridge over Normandale Boulevard was required as part of the West 84th Street and Normandale Boulevard intersection improvements. To keep the intersection operating at optimal levels for traffic flow (i.e., LOS D or better), at-grade pedestrian crossings needed to be removed from the intersection. This included removing sidewalks along West 84th Street to discourage pedestrian movements and enhancing access through the Nine-Mile Creek underpass below Normandale Boulevard. The pedestrian bridge and underpass improvements were not completed because intersection improvements were not required, as discussed in the previous section. However, since 2008, improvements to the intersection, including sidewalks, were added to provide better pedestrian accommodation. The median at

Improving Bicyclist and Pedestrian Environment

Much of the need for the pedestrian bridge that was proposed in the 2008 plan was driven by the need for triple left turn lanes, but those are no longer necessary. However, the intersection still remains a barrier to pedestrians and bicyclists. These roadways are wide, carry a large number of vehicles, and can be difficult to safely navigate. Pedestrians and bicyclist would benefit from an improved crossing experience at this intersection.

Important pedestrian destinations are Normandale Lake and the retail center on the east side of Normandale Boulevard. The office park, townhomes, condos, apartments, and hotels in the northwest quadrant of Normandale and 84th Street can utilize the existing pedestrian bridge over 84th Street, as well as the at-grade crossings of 84th Street to gain access to Normandale Lake Park. The northwest quadrant, however, does not have convenient and safe pedestrian access to the retail center east of Normandale Boulevard. The current crossings are the existing at-grade crossing of Normandale Boulevard/TH-100 and the existing American Boulevard bridge over TH-100.

When redevelopment occurs on the east side of Normandale Boulevard, a pedestrian bridge or skyway connecting building or parking ramps north of 84th Street should be studied.

For access to Normandale Lake Park for those crossing on the south side of the intersection of 84th Street and Normandale Boulevard, there is an underpass south of the district at Normandale Boulevard along Nine Mile Creek. This underpass is in need of upgrades to enhance the user experience. The underpass is a quarter mile south of the intersection, which is not convenient for those traveling east and west on 84th Street. The sidewalks are frequently flooded and the pavement is beginning to deteriorate.

Underpass at Nine Mile Creek under Normandale Boulevard

The underpass is located a quarter mile south of West 84th Street and Normandale Boulevard. This picture highlights how high the water can get on a normal afternoon.

Underpass condition

The underpass is in need of upgrades. Water often creeps above the embankment and has started to deteriorate the pavement.

Potential improvements to the Normandale and 84th Street intersection could include removing dual left turns lanes to reduce the number of travel lanes pedestrians and bicyclists must cross. Some approaches of the intersection could convert channelized right-turn lanes to traditional intersection designs. However, the north approach of Normandale Blvd sees a heavy amount of right-turns and needs a channelized right-turn lane to not increase significant traffic delays. Any channelized right-turn lanes could be converted to low-angle entry channelized right-turn lanes to reduce vehicle speeds and improve pedestrian and bicyclist safety. Other short-term recommendations could include enhanced intersection striping, signage at pedestrian crossing areas and pedestrian-activated rectangular rapid flashing beacons (RRFBs). Intersection improvements should improve sightlines between drivers and pedestrians, reduce crossing distances for pedestrians and bicyclists and lower vehicle speeds through the intersection.

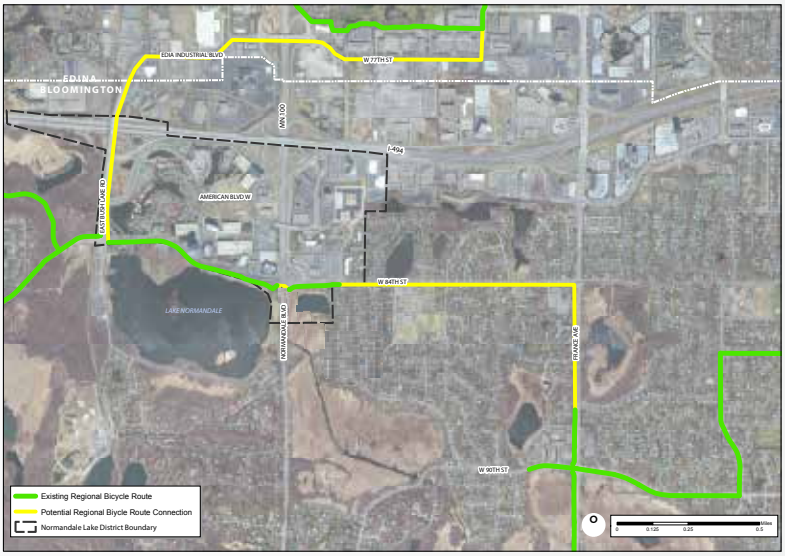


Figure 13: Regional Bicycle Route Connection

American Boulevard

American Boulevard runs east and west providing one of the main connection through the district. Sidewalks are available however there is not a dedicated bikeway. Furthermore, the bridge over Normandale Boulevard, while functionally safe, is underutilized. The corridor has opportunity to be an east-west multimodal thoroughfare.

The City's Alternative Transportation Plan identifies American Boulevard as a potential bikeway. It recommends an off-street bicycle facility. While long-term efforts will continue to support the installation of an off-street bicycle facility in the short-term there is potential for on-street bike lanes. Today's traffic volumes suggest that there is potential to install bike lanes and reconfigure the roadway. A reconfigured roadway could improve safety for vehicles and pedestrians by reducing the number of conflict points and increase sightlines. A comprehensive multimodal study of American Boulevard should be considered before such a conversion as new developments are expected to come online increasing traffic volume. The study should identify short term and long term recommended improvements to improve pedestrian and bicycle access while ensuring safe travel for vehicular traffic.

Additionally, it is important to promote pedestrian usage of the American Boulevard Bridge. This connection offers the same walking distance and time for the office and residential buildings west of Normandale Boulevard to the commercial center to the east. Promoting this could sway those to take the safer route rather than crossing at West 84th Street. Wayfinding signage, public art, and railings can entice those on the west to use the existing overpass. Furthermore, there might be potential for an easement to allow pedestrians more direct access to the commercial center through the Normandale Lake Estates' common space. This route would provide a pedestrian shortcut benefiting the surrounding office, hotel, residential, and commercial uses.

Safety and Improved Pedestrian Experience

- North side of West 84th Street and Normandale Boulevard pedestrian crossing improvements including:
  - Install new curb ramps and pedestrian actuated signals to meet ADA standards
  - Remove section of median that encroaches into crosswalk.

  These improvements will enhance safety for all users.
- Consider installing a rectangular rapid flash beacon (RRFB) to warn drivers of potential pedestrians crossing at southbound right turning movement off of Normandale Boulevard. This could help calm traffic which could provide a safer environment for pedestrians to cross.
- Evaluate the benefit of adding an island between the two northbound lanes at West 84th Street and Normandale Service Road. The street is wide for pedestrians to cross.
- Improve sidewalk and trail on American Boulevard Bridge over Normandale Boulevard. Consider adding public art or other enhancements to the bridge to create a gateway effect and enhance the pedestrian experience.
- Improve pedestrian crossing on the south side of West 84th Street and Normandale Boulevard to create a safer more pedestrian friendly environment.
- Install lighting at the existing pedestrian bridge over West 84th Street.

Improved Connection

- Fill gaps in the sidewalk network. A sidewalk should be installed along the south side of American Boulevard when the adjacent property ("Jostens's site") develops.
- Rehabilitate existing abutments on pedestrian bridge over West 84th Street. The bridge is in need of rehabilitation.
- East Bush Lake Road bicycle and pedestrian connection between Normandale Lake Park (Hyland-Bush-Anderson Lakes Regional Park Reserve) and Nine Mile Creek Regional Trail in Edina.
- Explore potential to create a sidewalk connection on the west side of Normandale Service Road from Hilton/Pacer Center area south toward West 84th Street.
- Implement Alternative Transportation Plan project recommendations and regional trails such as the American Boulevard off road trail.

Additional Study

- Perform baseline pedestrian and bicycle counts in the District.
- Continue to participate in Three Rivers Park District feasibility study for an East Bush Lake Road bicycle and pedestrian connection to evaluate the feasibility of a trail connection between Normandale Lake Park (Hyland-Bush-Anderson Lakes Regional Park Reserve) and Nine Mile Creek Regional Trail in Edina.
- Discuss interim pedestrian connection from West 82nd Street to Life Time Fitness with private property owners. This could significantly reduce walking distance between the east and west halves of the District and encourage more pedestrian activity.

Transit Progress

The 2008 NLDP focused on creating a more transit friendly environment through enhanced bus stops and improved service. Working with Metro Transit, routes have been modified to improve access and increase efficiency. The 589 Route provides express service from the District to downtown Minneapolis. Additional east/west service is provided by the 542 and 540 routes. All three routes generally operate every 15-30 minutes.

To improve the user experience two enhanced bus stops were constructed in areas that experience high ridership. The bus stop enhancements included a shelter and decorative concrete pad that matches the streetscape design. Additionally, two stops have been outfitted with a decorative concrete pad. Almost every stop directly connects to a sidewalk. This helps users navigate to and from the stops. A summary of project status is provided in Table 8 with locations shown in Figure 14.

Pictures of Transit Improvements

Decorative concrete pad

Enhanced bus stop with shelter.

Incremental improvements made in conjunction with new road and development projects have resulted in a comprehensive sidewalk and trail network. The 2008 NLDP focused on creating a needed pedestrian and bicycle connection over Normandale at West 84th Street as part of the proposed intersection improvements. Since the pedestrian bridge is no longer deemed necessary, focus can be shifted towards enhancing the sidewalk and trail network and addressing existing barriers such as improving crosswalks and reducing crossing distances for pedestrians and bicyclists.

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III. IMPLEMENTATION PLAN

Explore a rectangular rapid flash beacon (RRFB) to help pedestrians cross southbound right turning movement off of Normandale Blvd.	Bloomington, Hennepin County	$50,000	Short-term
Explore adding an island between the two northbound lanes at W. 84th St. and Normandale Service Rd.	Bloomington	TBD	Future Project
Discuss interim pedestrian connection from W. 82nd St. to Life Time Fitness with private property owners.	N/A	No Cost	Short-term
Explore sidewalk connection on the west side of Normandale Service Rd. from Hilton/Pacer Center area to make another pedestrian connection to Poor Richards, etc.	Bloomington	TBD	Future Project
Work with Hennepin County to study pedestrian crossing and other potential streetscape improvements to enhance the pedestrian realm at W. 84th St. and Normandale Blvd.	Bloomington, Hennepin County	$35,000	Future Project
Improve sidewalk/trail on American Blvd. bridge over Normandale Blvd. Explore adding public art, etc. to the bridge to create a gateway effect	Bloomington	TBD	Future Project
Alternative Transportation Plan project recommendations and regional trails	Bloomington and regional partners	TBD	Future Project

* Project contingent on funding partnership with Hennepin County, Three Rivers Regional Park District, and City of Edina.

**Project contingent on funding partnerships with Hennepin County, Three Rivers Regional Park District, and City of Edina as well as Federal and/or other regional grant dollars.

APPENDIX A

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BOLTON & MENK
Real People. Real Solutions.

10400 Viking Drive
Suite 100
Eden Prairie, MN 55344

Phone: (612) 358-2637
Bolton-Menk.com

MEMORANDUM

Date: September 4, 2025

To: Jeremy Melquist, PE, PTOE, City of Bloomington

From: Michael S Larson, PE, PTOE, RSP1
Bryan Nemeth, PE, PTOE

Subject: W 84th Street and Normandale Blvd – Pedestrian Safety Study
City of Bloomington, MN

Executive Summary

A study of the W 84th Street and Normandale Boulevard (CSAH 34) intersection in Bloomington examined improvements to pedestrian and bicycle safety. Located near the Normandale Lakes District and major highways, it is one of the busiest intersections in the city. The large footprint and multiple travel lanes create long crossing distances for non-motorized users. The study was conducted with collaboration between the City of Bloomington and Hennepin County engineering staff.

Crash data indicates lower than average crash rates when compared to similar intersections statewide, with no reported pedestrian or bicycle crashes in the last decade. However, the intersection remains a barrier to pedestrians and bicyclists due to long crossing distances and high vehicle volumes and speeds. Traffic volumes were projected to 2050 to assess future operational challenges, including inadequate left-turn lane capacity and congestion on several approaches.

Potential improvements include removing dual left-turn lanes to reduce the number of travel lanes pedestrian must cross, though this would increase delays for vehicles and add to queueing issues. Converting channelized right-turn lanes to traditional designs at select approaches may increase overall and right-turn delay significantly due to heavy traffic demand on several approaches. Dual left turn lanes on select approaches may be reduced to single left turn lanes to reduce the number of traveled lanes crossed. Short-term recommendations include enhanced striping, signage at pedestrian crossing areas, and pedestrian-activated RRFBs, while long-term improvements involve redesigning right-turn lanes to improve sightlines, reduce crossing distances, and lower vehicle speeds, as well as removing dual left turn lanes where feasible.

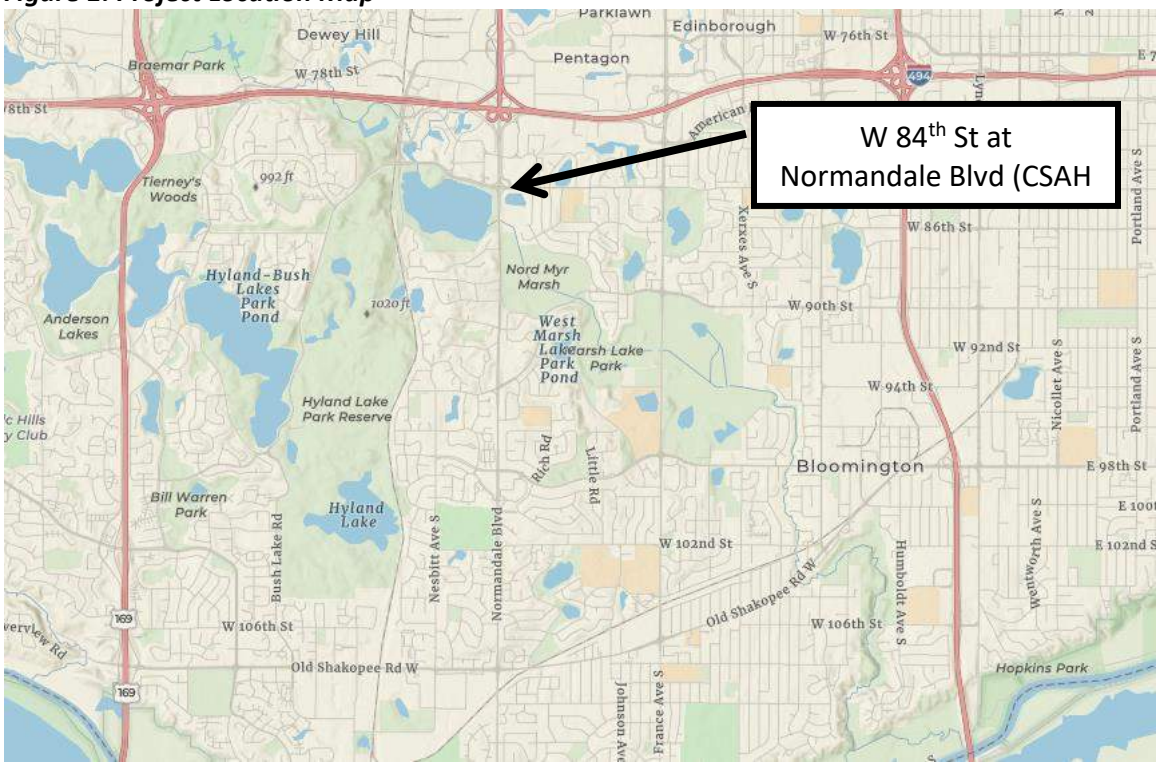
Introduction

A pedestrian bridge over Normandale Boulevard (CSAH 34) at W 84th Street was initially recommended in the City of Bloomington's 2008 Normandale Lake District Plan. However, changes in land use and traffic patterns since 2008 have reduced the need for a pedestrian bridge at the intersection. Constructing such a bridge would be costly and result in a lengthy route due to the required approach ramps. Therefore, city staff are exploring the feasibility of enhancing the at-grade crossing experience for pedestrians instead.

Currently, the intersection poses significant challenges for pedestrians and bicyclists due to its wide crossings and high traffic volumes. The free right turn lanes and islands are particularly intimidating and difficult to navigate. Improving the crossing experience at this intersection would greatly benefit pedestrian and bicyclist safety and mobility.

The study location is a key intersection in west Bloomington with shared jurisdiction between the City and Hennepin County. The intersection serves as an access point to/from TH 100 and I-494 to the north, the Normandale Lakes District to the west, and much of western Bloomington to the south. An overview of the project location is shown in **Figure 1**.

Figure 1: Project Location Map

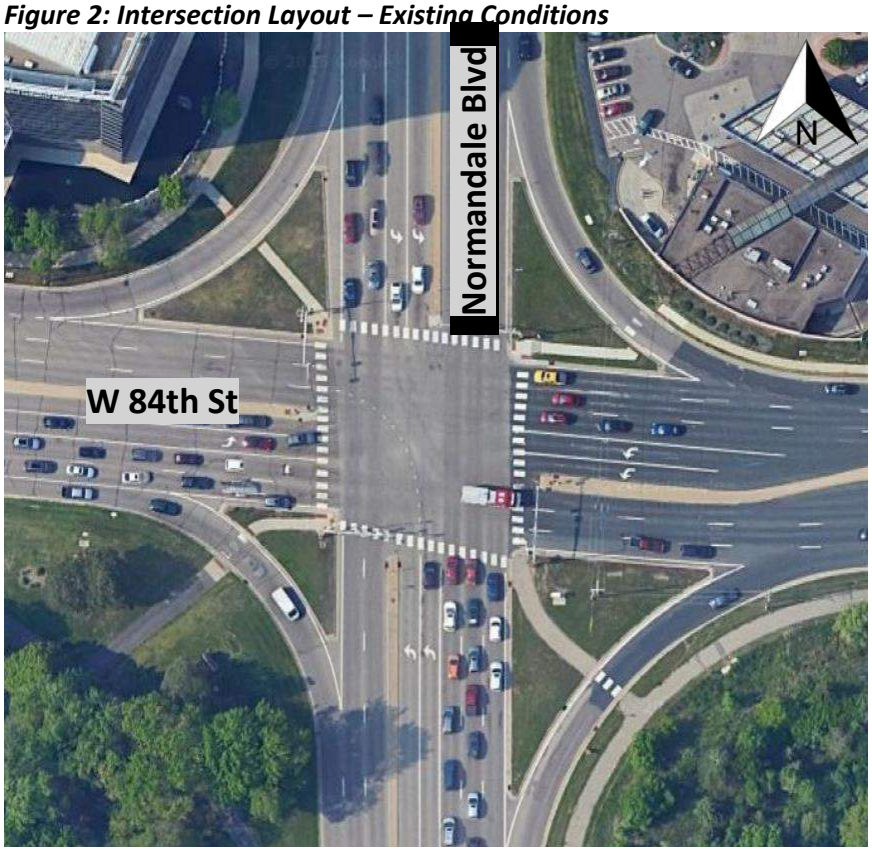


Existing Conditions

Figure 2 shows the existing intersection layout of W 84th St at Normandale Blvd. W 84th St runs east-west and Normandale Blvd runs north-south. The intersection is currently signalized, with protected left phasing, dual left turn lanes, and channelized right turn lanes on all approaches. W 84th Street is an urban divided multilane section with two thru lanes in the eastbound direction and three thru lanes in the westbound direction. Normandale Blvd is also an urban divided multilane section with two thru lanes in the southbound direction and three thru lanes in the northbound direction. Speed limits are 30

mph on the east and westbound approaches and 45 mph on the north and southbound approaches. Marked crosswalks, pedestrian push buttons and indications are provided on all four approaches. Intersection lighting is also present via the signal system.

Figure 2: Intersection Layout – Existing Conditions



Pedestrian Bridge

Past plans of the Normandale Lakes Area had identified the need for a grade-separated pedestrian crossing of Normandale Boulevard as a potential long-range option to facilitate pedestrian and bicycle crossings. A planning-level analysis of the feasibility of such an improvement was conducted. Two likely alignments for a pedestrian overpass across the south leg were identified, shown below in **Figure 3**.

Figure 3: Potential Pedestrian Overpass Alignments

Due to the proximity to the wetlands and lakes in the area, it is likely that significant portions of the overpass will need to be on bridge structures. There may be significant risk of grading impacts into the wetland areas with a traditional grade raise pathway. There is also a risk of poor soils due to the wetland areas which may increase construction costs and footing design. Planning level estimates for both options are given as approximately $5M (2025 dollars). Costs will increase if aesthetic detailing is desired.

A pedestrian underpass is not feasible due to the elevation of the water features and the common flooding of these two water bodies. There is an existing pedestrian underpass crossing beneath Normandale Boulevard approximately 1,000 feet to the south of the intersection, which floods regularly during high water events. Significant pumping equipment would likely be required to keep the proposed underpass open during minor rain events. Additionally, in the time since the city initially recommended a pedestrian bridge in the 2008 Normandale Lake District Plan, there have been significant changes in land use and traffic patterns at the intersection that have reduced the need for a pedestrian bridge. Therefore, a pedestrian bridge is not being considered for implementation at this time.

Safety Analysis

A three-year crash analysis between January 2022 – December 2024 was completed. **Table 1** summarizes the crash types and **Table 2** summarizes the crash severity that occurred at the intersection.

Table 1. W 84th St at Normandale Blvd Crash Type

Intersection	Crash Type		
	Rear End	Angle	Other
84th St and Normandale Blvd	5	5	0

Table 2. W 84th St at Normandale Blvd Crash Severity

Intersection	Crash Severity				
	Fatal	Severe Injury	Minor Injury	Possible Injury	Property Damage Only
84th St and Normandale Blvd	0	0	4	2	4

MnDOT uses a comparison of the crash rate and the critical rate when determining whether or not there is a safety issue at an intersection. The crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside of the expected, normal range. The critical index reports the magnitude of this difference and a critical index of less than one indicates that the intersection is operating within the normal range. The observed crash rate was found to be 0.23. The statewide average crash rate is 1.15. The critical index was found to be 0.15 which shows that the intersection is operating within the normal range when compared to similar intersections statewide. The crash worksheet can be found in the **Appendix**.

An additional crash screening of a full 10 years of data (January 2015 – December 2024) was conducted to determine the long-term crash history for fatal and serious injury, and pedestrian/bicycle-involved crashes. No crashes involving a pedestrian or bicycle were reported during this period. Note, one near-miss pedestrian crash was reported to Bloomington PD during this period. Two serious injury crashes were reported at the intersection during the 10-year analysis period. One was reported as a northbound rear end. A contributing factor was noted as a medical emergency in one of the involved drivers. The other serious injury crash was reported as a southbound rear end with distracted driving noted in the crash report.

Finally, an analysis of the crash history related to the channelized right turn lanes was conducted to determine the degree to which the sweeping geometry and merge areas may be contributing to crashes. Over the 10-year history, four crashes were reported in the channelized right turn areas with three of the four corners featuring at least one crash during this period.

Data Collection

24-hour traffic counts were collected at the intersection on Tuesday, April 8th, 2024. The adjacent I-494 project did not have any significant detours or other traffic control implemented during the time of data collection. The morning peak was found to be from 7:45 to 8:45 AM and the evening peak was found to be from 4:15 PM to 5:15 PM. The 24-hour turning movement count is included in the **Appendix**.

While pedestrian and bicyclist volumes were included in the above traffic count, a summer month collection period was desired to best determine non-motorized travel during peak seasons. **Table 3**

shows the breakdown of pedestrian volume by crossing leg via a count collected on Tuesday, June 7th, 2022, also provided in the **Appendix**.

Table 3. Pedestrian and Bicyclist Counts (Tuesday June 7th, 2022)

Crossing Leg	AM Peak Pedestrian/Bike	Noon Peak Pedestrian/Bike	PM Peak Pedestrian/Bike	Daily Pedestrian/Bike
North (Normandale Blvd)	2	17	7	93
South (Normandale Blvd)	2	4	1	66
East (W 84th St)	0	2	1	24
West (W 84th St)	0	3	1	29
Total (24-hour)	**4**	**26**	**10**	**212**

Operations Analysis

The traffic operation analysis for the intersection included an evaluation of existing intersection delay and Level of Service (LOS). LOS results are described using letters ranging from A to F. These letters serve to describe a range of operating conditions for different types of facilities. The Levels of Service is calculated based on the Highway Capacity Manual (HCM) 7th Edition, which defines the LOS, based on control delay. Control delay is the delay experienced by vehicles slowing down as they are approaching the intersection, the wait time at the intersection, and the time for the vehicle to speed up through the intersection and enter into the traffic stream. The average intersection control delay is a volume-weighted average of delay experienced by all motorists entering the intersection on all intersection approaches. The control delay is modeled within the analysis software, Synchro/SimTraffic. LOS D is commonly taken as an acceptable design year LOS.

The existing peak hours turning movement counts were analyzed in Synchro/SimTraffic and using existing signal timing plans obtained from Hennepin County (timing plans developed in 2019, Plan 3 used for AM peak hour, Plan 7 used for PM peak hour), which are shown below in **Table 4**. Modeling included all public street intersections on W 84th Street between Norman Center Drive and Stanley Road to account for east-west progression between closely spaced signalized intersections.

Table 4 – Existing (2025) Traffic Operations Analysis

	AM Peak					PM Peak				
	Traffic Delay (sec/veh)					Traffic Delay (sec/veh)				
Approach	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)
	L	T	R			L	T	R		
EB	77 - E	42 - D	2 - A	53 - D	33 - C	60 - E	53 - D	3 - A	42 - D	42 - D
WB	62 - E	70 - E	10 - B	32 - C		63 - E	69 - E	6 - A	29 - C	
NB	44 - D	28 - C	4 - A	29 - C		82 - F	47 - D	3 - A	48 - D	
SB	73 - E	37 - D	5 - A	30 - C		72 - E	37 - D	3 - A	46 - D	

Analysis shows that 95th %tile left turn lane queues may exceed the allotted storage length on the northbound, southbound, and eastbound approaches during the peak hours. Similarly, thru movement average queues may block access to left or right turn lanes on the northbound, eastbound, and westbound approaches at the study intersection. The intersection of W 84th Street and Normandale Service Road is often blocked by westbound queues stemming from the Normandale Boulevard intersection as the majority of westbound traffic utilizes the rightmost lane (destined for TH 100/I-494 or Norman Center Drive).

Traffic Forecasting

Future traffic volumes for 2050 were developed based on the *2017 Normandale Lake District Plan* Traffic Study extrapolated to the year 2050. Peak hour volumes are anticipated to experience a growth rate of approximately 0.42% and 0.60% per year for the eastbound and westbound approaches of W 84th St, respectively and 0.53% and 0.59% per year for the northbound and southbound approaches of Normandale Blvd, respectively. This would result in an increase of 785 and 889 additional vehicles entering the intersection during the forecast AM and PM peak hours, respectively. 2050 peak hour forecast volumes are provided in the **Appendix**.

2050 Alternatives Analysis

Four alternatives were considered and analyzed under the 2050 forecast peak hour volumes to understand the implications on traffic operations. A baseline No Build analysis was first run to determine how the existing intersection may operate under the forecasted traffic volumes, shown in **Table 5**. The No Build and alternative scenarios were not tested under existing 2025 volumes. Analysis for the No Build scenario was performed using the existing 2019 signal timing plans from Hennepin County, while all four alternative scenarios were analyzed using signal timings optimized in Synchro/SimTraffic. Optimization of signal timings under build conditions generally results in a lower amount of intersection delay due to differences in green time allocation between the two roadways.

Table 5 – No Build (2050) Traffic Operations Analysis

	AM Peak					PM Peak				
	Traffic Delay (sec/veh)					Traffic Delay (sec/veh)				
Approach	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)
	L	T	R			L	T	R		
EB	104 - F	46 - D	2 - A	68 - E	40 - D	60 - E	57 - E	3 - A	44 - D	65 - E
WB	69 - E	75 - E	11 - B	33 - C		64 - E	70 - E	5 - A	26 - C	
NB	44 - D	31 - C	5 - A	32 - C		75 - E	48 - D	3 - A	48 - D	
SB	111 - F	40 - D	6 - A	40 - D		184 - F	70 - E	16 - B	106 - F	

Analysis anticipates that with the increased traffic volumes, delay at the intersection will also increase. Along with increased vehicle delay for nearly all approaches, average and maximum queues are also anticipated to increase, resulting in longer durations of blocked thru and turn lanes on all approaches. Overall, the intersection may operate with an unacceptable amount of delay during the PM peak hour under 2050 forecast volumes.

Alternative 1: Single WB & NB left turn lanes

The northbound and westbound left turning volumes are relatively low during the peak hours and are fewer than 300 vehicles per hour, the typical threshold at which a dual left turn lane is needed. Alternative 1 considers the removal the dual left turn lanes on these approaches in favor of single left turn lanes, including widening of the northbound and westbound approach medians to increase the width of the pedestrian refuge islands and shorten pedestrian crossing distances across both approaches. In addition, this alternative will remove one westbound approach thru lane as well as the east leg acceleration lane for northbound right turn movements.

Table 6 – Alternative 1 (2050) Traffic Operations Analysis

	AM Peak					PM Peak				
	Traffic Delay (sec/veh)					Traffic Delay (sec/veh)				
Approach	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)
	L	T	R			L	T	R		
EB	66 - E	42 - D	2 - A	48 - D	35 - D	67 - E	56 - E	3 - A	46 - D	54 - D
WB	66 - E	93 - F	4 - A	34 - C		71 - E	71 - E	5 - A	27 - C	
NB	52 - D	37 - D	6 - A	38 - D		69 - E	54 - D	3 - A	52 - D	
SB	65 - E	36 - D	6 - A	29 - C		74 - E	84 - F	6 - A	72 - E	

Using optimized signal timings, removal of the northbound and westbound left turn lanes and the westbound thru lane is anticipated to result in slight decreases in overall intersection and approach delay compared to the no build option. No notable increases in left turn or overall delay occurred on the northbound and westbound approaches occurred during either peak hour. However, northbound 95th %tile left turning queues may exceed the existing storage distance during the AM peak, while westbound left turn queues may exceed storage during the PM peak. With reduced left turn storage capacity, the single left turn lanes are more likely to fill and spill into the adjacent thru lanes. The impact this effect has on operations is shown to result in a notable increase in delay incurred on westbound thru traffic during the AM peak, likely due to the removal of a thru lane on the westbound approach.

Alternative 2: Low Angle Entry Channelized right turn lanes

The existing channelized right turn lanes feature large sweeping radii, acceleration lanes, and add lanes, all of which enable right turning vehicles to maintain high travel speeds through the channelized areas. While this provides a high level of mobility, it is detrimental to pedestrian safety. Low angle entry channelized geometry is considered on all approaches in this alternative. In addition, one thru lane is removed on the westbound approach to better delineate traffic destined for TH 100/I-494 vs Norman Center Drive, as well as the removal of the east and south leg acceleration lanes for eastbound and northbound right turn movements.

Table 7 – Alternative 2 (2050) Traffic Operations Analysis

	AM Peak					PM Peak				
	Traffic Delay (sec/veh)					Traffic Delay (sec/veh)				
Approach	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)
	L	T	R			L	T	R		
EB	70 - E	42 - D	2 - A	50 - D	38 - D	59 - E	47 - D	20 - C	45 - D	45 - D
WB	65 - E	160 - F	4 - A	53 - D		68 - E	64 - E	4 - A	25 - C	
NB	84 - F	36 - D	5 - A	41 - D		86 - F	62 - E	4 - A	61 - E	
SB	65 - E	25 - C	4 - A	25 - C		68 - E	43 - D	2 - A	48 - D	

Delays under this alternative are anticipated to be similar to alternative 1, with minor decreases in overall and approach delay during the PM peak compared to the no build option. Eastbound right turn delay may increase during the PM peak hour but is expected to remain at an acceptable LOS C. However, eastbound 95th %tile right turning queues may exceed the existing storage distance during the PM peak, while westbound thru queues may block southbound traffic at the W 84th St and Normandale Service Rd intersection during the AM peak. Additionally, removal of the westbound thru lane resulted in a significant increase in overall and thru lane delay on the westbound approach during the AM peak.

Alternative 3: Standard NB & EB right turn lanes / Low Angle Entry Channelized SB & WB right turn lanes

A third alternative was tested which considered the conversion of the northbound and eastbound right turn lanes to a traditional geometry, removing the channelization. The westbound and southbound channelized right turn lanes will be converted into low angle entry channelized right turn lanes. In addition, one westbound approach thru lane will be removed, as well as the east and south leg acceleration lanes for eastbound and northbound right turn movements.

Table 8 – Alternative 3 (2050) Traffic Operations Analysis

	AM Peak					PM Peak				
	Traffic Delay (sec/veh)					Traffic Delay (sec/veh)				
Approach	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)
	L	T	R			L	T	R		
EB	63 - E	44 - D	9 - A	49 - D	39 - D	59 - E	46 - D	41 - D	50 - D	49 - D
WB	67 - E	163 - F	4 - A	55 - E		69 - E	64 - E	4 - A	25 - C	
NB	81 - F	37 - D	11 - B	41 - D		86 - F	63 - E	19 - B	63 - E	
SB	66 - E	25 - C	6 - A	25 - C		77 - E	47 - D	4 - A	54 - D	

Operational performance is shown to be comparable to alternatives 1 and 2, with minor decreases in overall and approach delay during the PM peak compared to the no build option. Affected right turning and thru movement operations are similar to that of alternative 2, with eastbound average right turning queues exceeding the existing storage length during the PM peak hour and westbound 95th %tile thru queues potentially blocking southbound traffic at W 84th St and Normandale Service Rd during the AM peak. Right turn delay on the eastbound and northbound approaches is expected to jump significantly during the PM peak hour, with an increase of 38 and 16 seconds of delay compared to the no build scenario, respectively. Removal of the westbound thru lane resulted in a significant increase in overall and thru lane delay on the westbound approach during the AM peak, similar to alternative 2. While this alternative results in notable delay and vehicle queuing increases on the affected approaches, the traditional right turn lane geometry allows the highest level of control of right turning traffic as these movements are now signalized and at a lower speed than the existing condition. Operational improvements could be realized with further signal timing refinements (overlap phases, optimization, etc.).

Note, an analysis considered removal of all channelized right turn lanes was conducted and found that significant queueing may occur on multiple approaches to the intersection, often blocking upstream intersections and gridlocking the simulation. The westbound and southbound right turn lanes must be channelized in some fashion if a single right turn lane is to be provided.

Alternative 4: Single WB & NB left turn lanes / Standard NB & EB right turn lanes / Low Angle Entry Channelized SB & WB right turn lanes

A fourth alternative was tested which considered combining alternatives 1 and 3 by converting the existing northbound and westbound dual left turn lanes into single left turns, the northbound and eastbound right turn lanes from channelized to traditional non-channelized right turns, and the channelized westbound and southbound right turn lanes into low angle entry channelized right turn lanes. Additionally, this alternative will remove one westbound approach thru lane and the east and south leg acceleration lanes for eastbound and northbound right turn movements, as well as widening the northbound and westbound approach medians to increase the width of the pedestrian refuge islands and shorten pedestrian crossing distances across both approaches.

Table 9 – Alternative 4 (2050) Traffic Operations Analysis

	AM Peak					PM Peak				
	Traffic Delay (sec/veh)					Traffic Delay (sec/veh)				
Approach	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)	Movement (Delay - LOS)			Approach (Delay - LOS)	Intersection (Delay - LOS)
	L	T	R			L	T	R		
EB	68 - E	41 - D	8 - A	50 - D	38 - D	79 - E	50 - D	39 - D	58 - E	53 - D
WB	71 - E	145 - F	4 - A	50 - D		70 - E	68 - E	4 - A	26 - C	
NB	51 - D	36 - D	11 - B	37 - D		82 - F	56 - E	18 - B	57 - E	
SB	66 - E	36 - D	4 - A	29 - C		83 - F	59 - E	5 - A	62 - E	

The geometric changes considered under alternative 4 are expected to provide similar operational performance to alternatives 1 through 3, with minor decreases in overall and approach delay during the PM peak compared to the no build option. Minor increases in left turn and overall delay occurred on the northbound approach during both peak hours, while northbound 95th %tile left turning queues may exceed the existing storage distance during both peak hours and westbound left turn queues may exceed storage during the PM peak.

Affected right turning and thru movement operations are similar to that of alternative 3, with eastbound average right turning queues exceeding the existing storage length during the PM peak hour and westbound 95th %tile thru queues potentially blocking southbound traffic at W 84th St and Normandale Service Rd during the AM peak. Right turn delay on the eastbound and northbound approaches is expected to jump significantly during the PM peak hour, with an increase of 36 and 15 seconds of delay compared to the no build scenario, respectively. Removal of the westbound thru lane resulted in a significant increase in overall and thru lane delay on the westbound approach during the AM peak, similar to alternatives 2 and 3. While this alternative results in notable delay and vehicle queuing increases on the affected approaches, the conversion of the channelized northbound and eastbound right turn lanes to a traditional right turn lane geometry allows the highest level of control of right turning traffic as these movements are now signalized and at a lower speed than the existing condition. Operational improvements could be realized with further signal timing refinements (overlap phases, optimization, etc.).

Alternative 2 Modified: Single WB & NB left turn lanes / Low Angle Entry Channelized right turn lanes

Following review from Hennepin County staff, a modification of Alternative 2 was developed which included the removal of the dual westbound and northbound left turn lanes in addition to the low entry angle right turn lane geometry on all four corners. In addition, further lane reductions of the westbound lanes between Normandale Boulevard and Norman Center Drive are included to reduce weaving between the two roadways, shorten crossing distances on the west leg, and further reduce vehicle speeds making a southbound right turn. No modeling of this alternative was performed as it is anticipated to perform similarly to alternative 1 as modeling of alternative 2 (low entry angle right turns) shows little effect on overall intersection operations.

Pedestrian Safety Analysis

The average pedestrian delay was calculated for each crossing of the intersection assuming maintained signalization according to the methodology presented in the 7th edition of the Highway Capacity Manual (HCM). Under the No Build condition, the intersection is found to provide a LOS E on the eastbound approach during the AM peak hour and a LOS F on the southbound approach during the PM peak. All other approaches are expected to maintain a LOS C/D during the peak hours and under 2050 traffic

volumes. When considering the four alternatives, neither causes a change in pedestrian delay or LOS as removal of left turn lanes does not alter the overall crossing distance and the HCM methodology does not differentiate between channelized right turn geometry. Therefore, a traditional pedestrian LOS analysis does not serve as a tangible measure of alternatives.

While alternative 1 does reduce the number of lanes crossed on the south leg, it does not reduce the overall crossing distance pedestrians face on the approach. While median refuge islands are generally desirable, they do not provide a clear benefit to pedestrian safety or comfort at high volume signalized intersections as it is not preferable to leave a pedestrian in the median area and force a two-stage crossing. However, both the number of lanes crossed and overall crossing distance for pedestrians is decreased across the east leg of the intersection.

Alternative 2 decreases the number of lanes crossed and overall crossing distances of the east and west legs. Distances are unchanged in the channelized right turn areas but the most significant benefit provided by the low angle entry geometry is the large reduction in vehicle speeds and improved sight distance to pedestrians.

Alternative 2 Modified provides the pedestrian safety benefits of Alternatives 1 and 2.

Alternative 3 increases the number of lanes crossed and overall crossing distance faced by pedestrians across the south leg of the intersection. The increased size of the intersection requires an increase in yellow and red times and may cause subsequent increases in the intersection cycle length and pedestrian delays. However, the number of lanes crossed and overall crossing distance for pedestrians is decreased across the east leg of the intersection. Additionally, pedestrians no longer need to navigate the high speed channelized right turn geometry of the existing approaches, with the conversion to traditional geometry for the eastbound and northbound right turn lanes and to low angle entry channelized right turns for the westbound and southbound right turns.

Alternative 4 increases the overall crossing distance faced by pedestrians across the south leg of the intersection. However, the number of lanes crossed and overall crossing distance for pedestrians is decreased across the east leg of the intersection. Additionally, pedestrians no longer need to navigate the high speed channelized right turn geometry of the existing approaches, with the conversion to traditional geometry for the eastbound and northbound right turn lanes and to low angle entry channelized right turns for the westbound and southbound right turns.

Channelized Right Turn Lane Considerations

MnDOT sponsored a study of pedestrian safety and best practices for channelized right turn lane design in 2024; the report[1] provides a synthesis of literature reviews, state-of-the-practice surveys, guidance materials, and focus group surveys to make recommendations for consideration during design of channelized right turn lanes. Recommended design features which may increase pedestrian safety and accessibility are provided as well as strategies to mitigate safety issues with existing designs.

Several safety mitigation strategies worth considering in the short-term include:

- Additional regulatory and warning signage (W11-2, R1-5, R10-15, etc.)
- Pedestrian Actuated Beacons (RRFB's)
- High-visibility double wide crosswalk markings and advanced yield lines

[1] **Gates, Tim J.; Kay, Jonathan J.; Savolainen, Peter T.** (2024). *Pedestrian Safety and Accessibility Best Practices for Channelized Right-Turn Lanes.* Minnesota Department of Transportation. Available at MnDOT Digital Library.

Care should be taken in implementing any of the above solutions to avoid requests for similar mitigations across the city. There are unique circumstances at the study intersection to justify the higher degree of traffic control without setting undesired precedent.

Regarding RRFB's, RRFB installation on channelized rights is not common in Minnesota though there are several installations in the metro area. There is justification for use at the study intersection due to the atypical channelized right turn designs which allow for high vehicles speeds in combination with the heavy volumes of traffic using these turn lanes. These factors are unique to this intersection and can be used to avoid setting expectations for RRFB installation at other locations.

Long-term safety improvements recommended include:

- Raised pedestrian crossings
- Low angle entry channelized right turn designs
- Removal of acceleration lanes
- Lane narrowing, radius reductions and truck aprons

Raised pedestrian crossings as traditionally designed do not meet State-Aid standards and would not be allowed on either route without a design exception. Coordination with city and county maintenance stakeholders would be required prior to installation, due to the standard design grade of raised pedestrian crossings potentially impacting snowplow blades during snow removal. However, the raised crossing can be designed to meet standards via an appropriately designed vertical curve to raise the grade of the right turn lane 4 to 6 inches to match the curb height and then return to the roadway elevation. Depending on the design speed of the horizontal curvature through the channelized right turn area, this vertical curve sequence can raise the roadway and return back to grade between 60 and 180 feet. A State-Aid complaint design may reduce the efficacy of the speed reduction potential of the raised crosswalk but may still serve as a visual and auditory queue to drivers that a crosswalk is ahead.

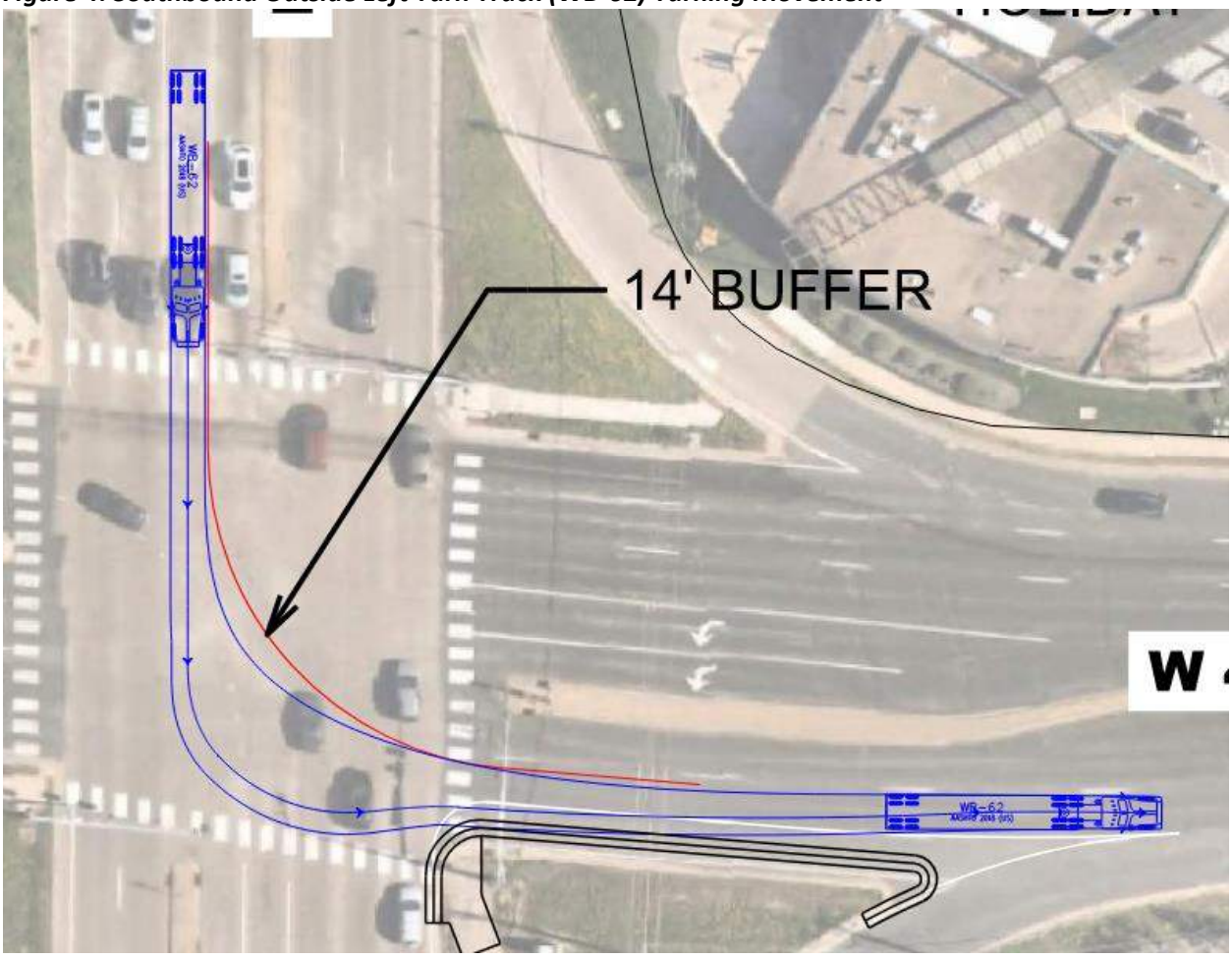
Alternative Intersection Design Considerations

An analysis of 2050 peak hour forecast volumes was conducted using FHWA's CAP-X tool to determine if other intersection configurations may be able to provide improved capacity as planning-level exercise. Findings of this analysis show that a displaced left turn intersection (also known as a continuous flow intersection), or a partial displaced left turn intersection (with displaced left turns on the north-south approaches), may provide the lowest possible volume-to-capacity ratio without grade separation. However, displaced left turn geometry is not feasible on the east-west approaches due to the closely spaced intersections of Norman Center Drive and Normandale Service Road as displaced left geometry typically occurs 300 to 500 feet from the main intersection. No other intersection design alternatives are considered viable for implementation at this time.

Design Considerations

Removal of south eastbound receiving lane: Truck turning movements for the southbound left turn movement were run to determine the need for the third receiving lane eastbound. Analysis finds that while the full lane is not needed, roughly 6 feet of run off distance is needed to allow a WB-62 to make the southbound left turn from the outside lane, which is illustrated in **Figure 4**.

Figure 4: Southbound Outside Left Turn Truck (WB-62) Turning Movement



Westbound lane reduction: Restriping the westbound approach to better delineate the westbound right turn lane and north westbound thru lane may improve safety and operations on this approach. Overhead signing in advance of Normandale Boulevard should be considered to notify drivers of the lane drop to northbound TH 100 (and TO I-494).

Concept designs were developed for the alternatives, provided in the **Appendix**. These concepts are developed over aerial imagery and do not account for 3D design. Preliminary costs estimates were also developed for each alternative and are shown below in **Table 10.** Full cost estimates by item for each alternative can be found in the **Appendix**.

Table 10 – Preliminary Cost Estimates by Alternative

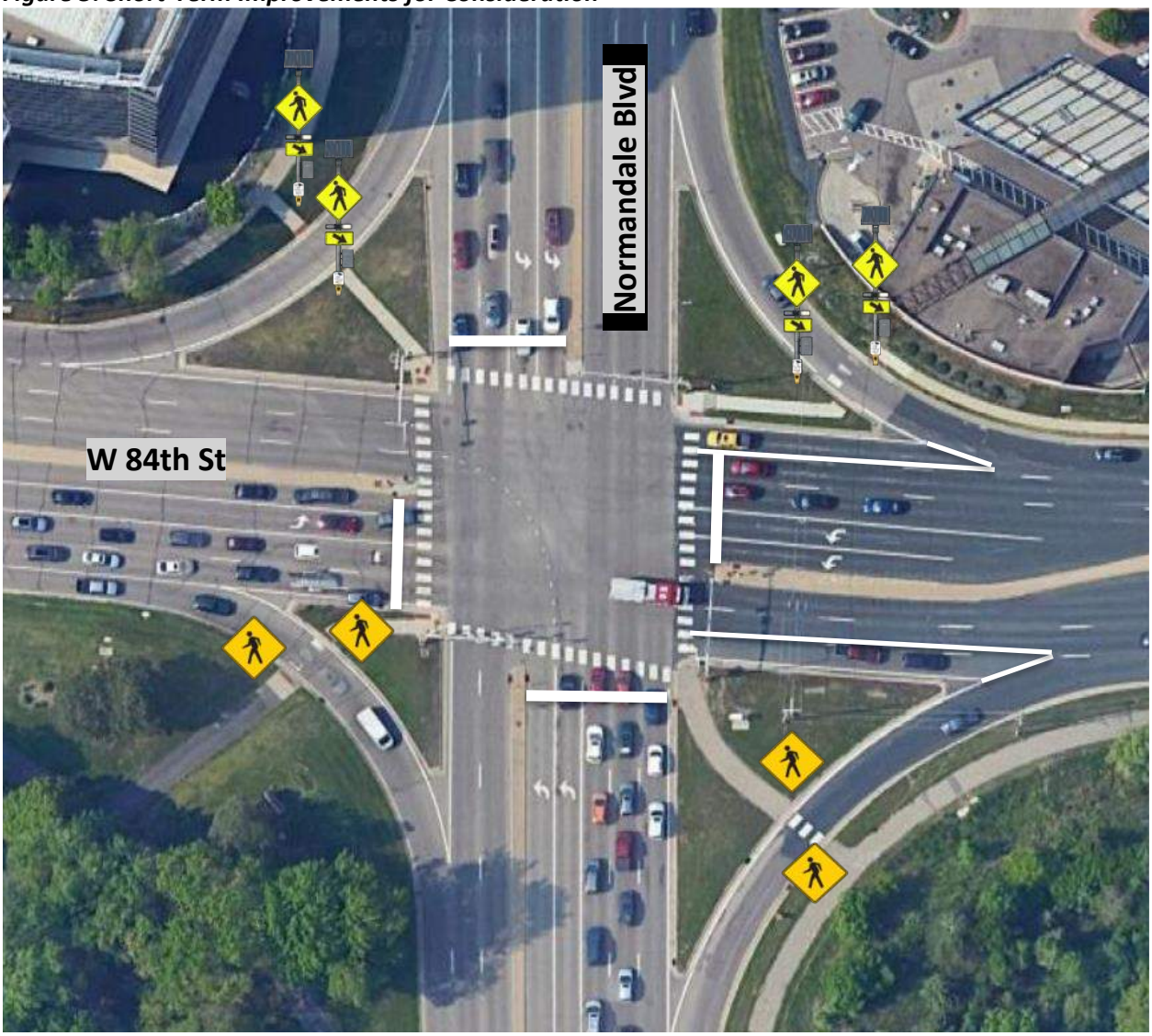
Alternative	Preliminary Cost Estimate (2025 Dollars)
Alternative 1	$800,000
Alternative 2	$2,750,000
Alternative 2 Mod.	$3,500,000
Alternative 3	$2,650,000
Alternative 4	$3,100,000

Recommendations

The following improvements are recommended for implementation in the short-term, which are illustrated in **Figure 5**:

- Install RRFB's on the northeast and northwest channelized right turn lane pedestrian crossings. Install W11-2 signage on the southeast and southwest channelized right turn lane pedestrian crossings
- At all channelized pedestrian crossings, install yield line markings in advance of the crosswalk, high visibility crosswalk blocks, and lane narrowing edge lines. At major pedestrian crossings, install stop bars and extra wide crosswalk blocks.
- Restripe westbound approach to drop the outside thru lane into the right turn lane, providing two westbound thru lanes. Restripe eastbound receiving lanes to feature two thru lanes, eliminating the outside thru lane.
- Review intersection lighting levels

Figure 5: Short-Term Improvements for Consideration

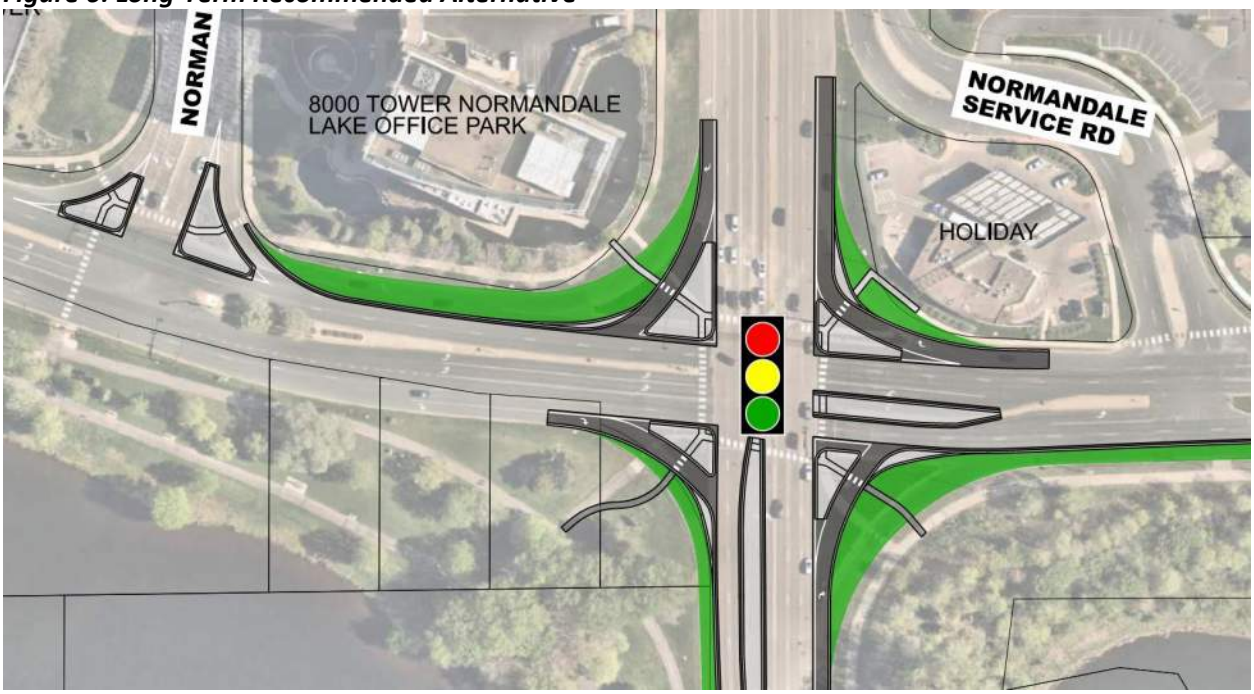


The following improvements are recommended for implementation in the long-term:

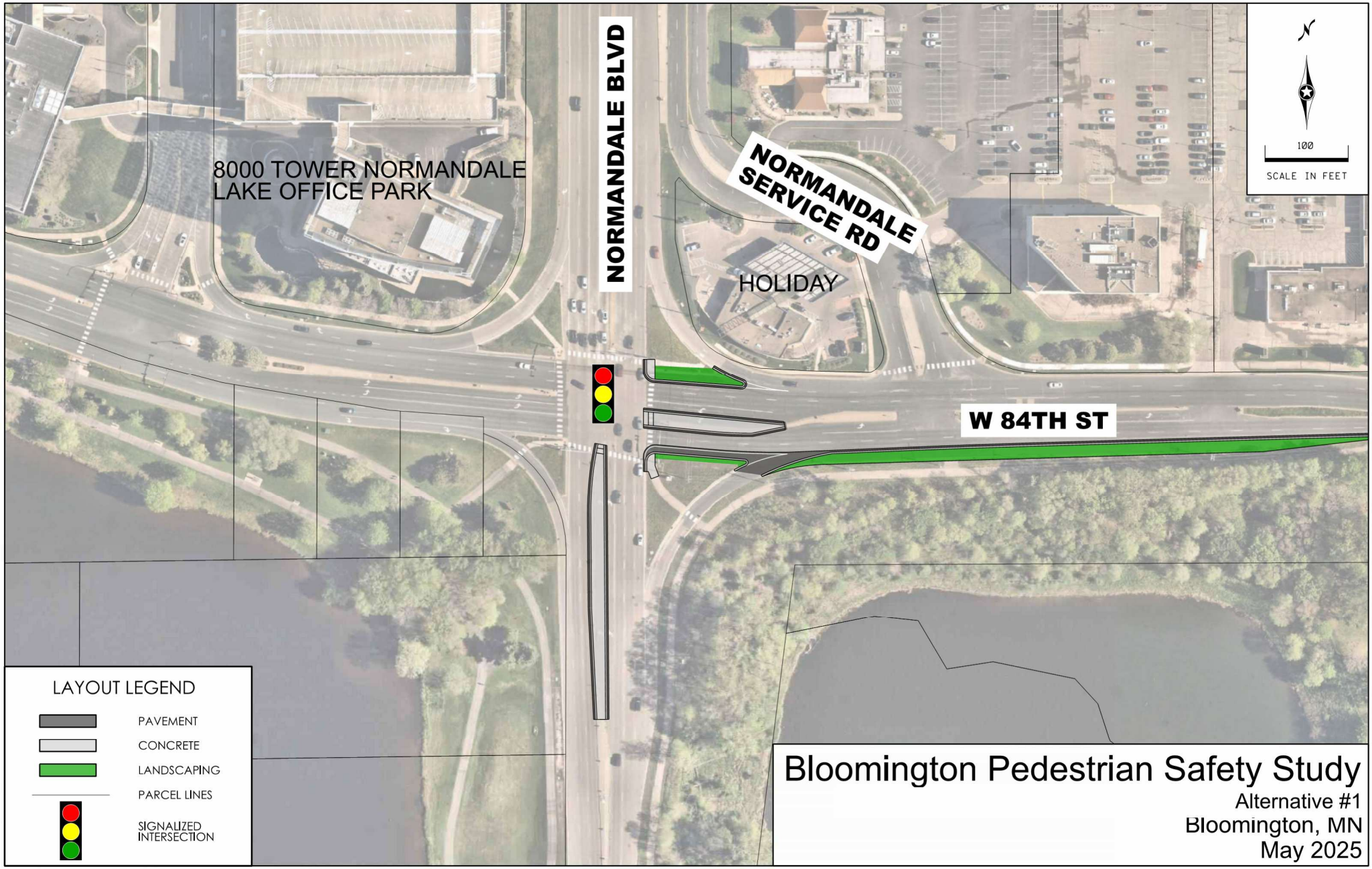
- Reconstruct all channelized right turn lanes to modern low entry angle design, truck aprons, high visibility crosswalk blocks, yield line markings, and yield signs.
- Remove inside left turn lanes on the northbound and westbound approaches.
- Eliminate outside eastbound receiving lane and outside westbound thru lane.
- Eliminate westbound, eastbound and southbound acceleration lanes.
- Consider overhead lane use signage on the westbound approach.
- Consider raised pedestrian crossings with State Aid compliant vertical curvature.
- Consider leading pedestrian intervals (LPI)

Further evaluation of the 84th Avenue corridor may also be beneficial in determining an appropriate vision for the corridor which effectively serves multimodal safety.

Figure 6: Long-Term Recommended Alternative



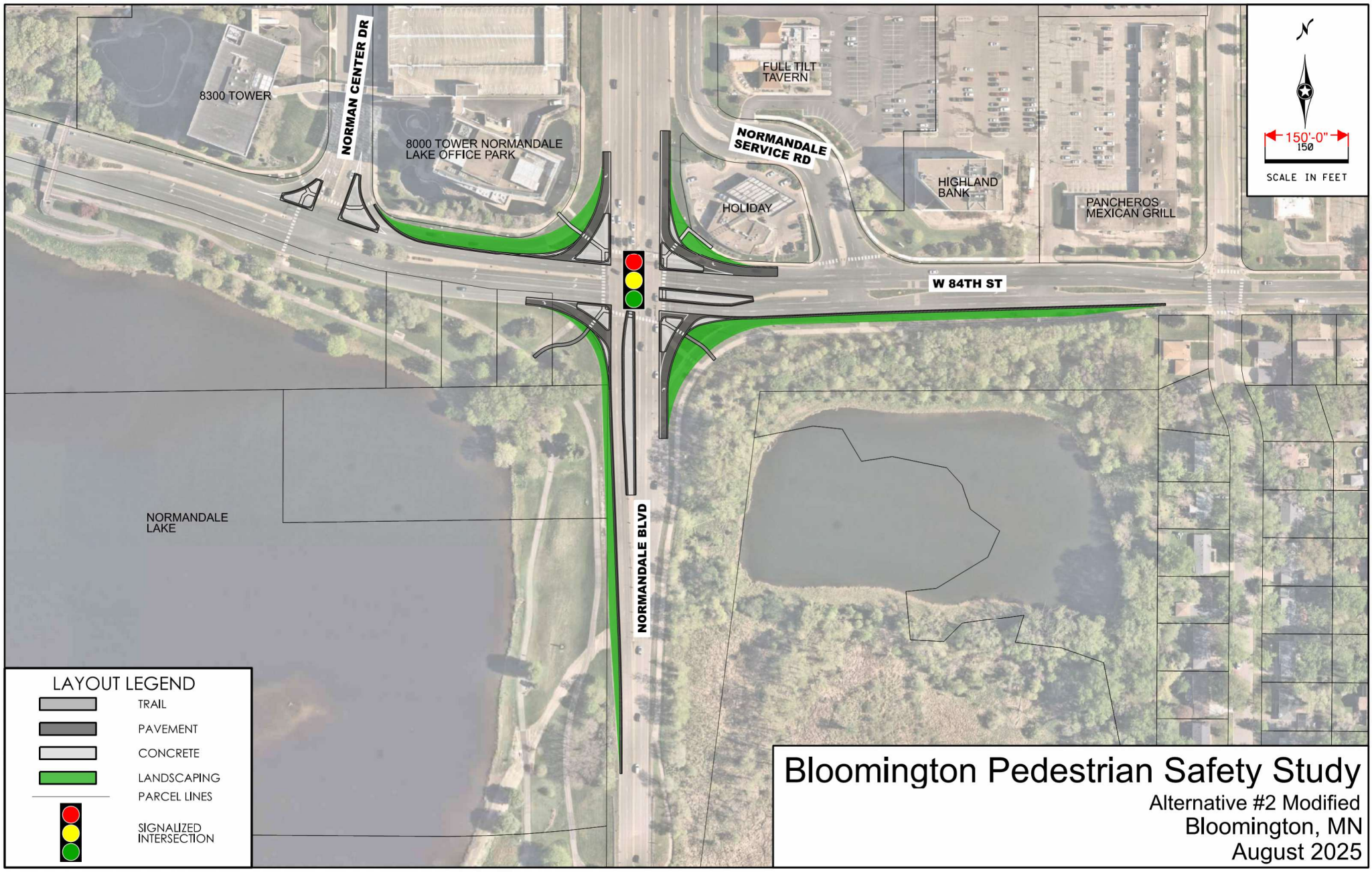
Appendix


8000 TOWER NORMANDALE LAKE OFFICE PARK
NORMANDALE BLVD
NORMANDALE SERVICE RD
HOLIDAY
W 84TH ST
100
SCALE IN FEET
LAYOUT LEGEND
PAVEMENT
CONCRETE
LANDSCAPING
PARCEL LINES
SIGNALIZED INTERSECTION
Bloomington Pedestrian Safety Study
Alternative #1
Bloomington, MN
May 2025


FULL TILT TAVERN
8000 TOWER NORMANDALE LAKE OFFICE PARK
NORMANDALE SERVICE RD
HOLIDAY
HIGHLAND BANK
PANCHEROS MEXICAN GRILL
W 84TH ST
NORMANDALE LAKE
NORMANDALE BLVD
N
150
SCALE IN FEET
LAYOUT LEGEND
TRAIL
PAVEMENT
CONCRETE
LANDSCAPING
PARCEL LINES
SIGNALIZED INTERSECTION
Bloomington Pedestrian Safety Study
Alternative #2
Bloomington, MN
May 2025


8000 TOWER NORMANDALE LAKE OFFICE PARK
FULL TILT TAVERN
NORMANDALE SERVICE RD
HOLIDAY
HIGHLAND BANK
PANCHEROS MEXICAN GRILL
W 84TH ST
NORMANDALE BLVD
NORMANDALE LAKE
N
150
SCALE IN FEET
LAYOUT LEGEND
TRAIL
PAVEMENT
CONCRETE
LANDSCAPING
PARCEL LINES
SIGNALIZED INTERSECTION
Bloomington Pedestrian Safety Study
Alternative #3
Bloomington, MN
May 2025


8000 TOWER NORMANDALE LAKE OFFICE PARK
FULL TILT TAVERN
NORMANDALE SERVICE RD
HOLIDAY
HIGHLAND BANK
PANCHEROS MEXICAN GRILL
W 84TH ST
NORMANDALE BLVD
NORMANDALE LAKE
N
150
SCALE IN FEET
LAYOUT LEGEND
TRAIL
PAVEMENT
CONCRETE
LANDSCAPING
PARCEL LINES
SIGNALIZED INTERSECTION
Bloomington Pedestrian Safety Study
Alternative #4
Bloomington, MN
July 2025


8300 TOWER
NORMAN CENTER DR
8000 TOWER NORMANDALE LAKE OFFICE PARK
FULL TILT TAVERN
NORMANDALE SERVICE RD
HOLIDAY
HIGHLAND BANK
PANCHEROS MEXICAN GRILL
W 84TH ST
NORMANDALE LAKE
NORMANDALE BLVD
N
150'-0"
150
SCALE IN FEET
LAYOUT LEGEND
TRAIL
PAVEMENT
CONCRETE
LANDSCAPING
PARCEL LINES
SIGNALIZED INTERSECTION
Bloomington Pedestrian Safety Study
Alternative #2 Modified
Bloomington, MN
August 2025

Opinion of Probable Cost - Preliminary Cost Estimate

Alternative 1

Bloomington, MN

7/8/2025

BOLTON & MENK
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	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-2)					
	REMOVE BITUMINOUS PAVEMENT	SY	2,690	$ 10.00	$ 26,900
	REMOVE CONCRETE MEDIAN	SF	3,980	$ 2.00	$ 8,000
	REMOVE CURB AND GUTTER	LF	2,170	$ 8.00	$ 17,400
	REMOVE BITUMINOUS WALK	SF	280	$ 3.00	$ 900
	EXCAVATION - COMMON	CY	2,530	$ 29.00	$ 73,400
	AGGREGATE BASE (CV) CLASS 5	CY	400	$ 54.00	$ 21,600
	SELECT GRANULAR EMBANKMENT (CV)	CY	1,080	$ 39.00	$ 42,200
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	250	$ 115.00	$ 28,800
	CURB AND GUTTER B624	LF	2,340	$ 32.00	$ 74,900
	4" CONCRETE WALK	SF	8,290	$ 10.00	$ 82,900
	Subtotal				$ 377,000
	All Roadway Construction Subtotal				**$ 377,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(3)	URBAN DRAINAGE	LS	1	$ 80,000.00	$ 80,000
	Subtotal				$ 80,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 22,900
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 9,200
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 13,800
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 22,900
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 11,500
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 22,900
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 91,400
	Subtotal				$ 195,000
				Construction Cost (2025 Dollars)	$ 650,000
				Anticipated Right-of-Way Cost (2025 Dollars)	$ -
				Engineering Cost (2025 Dollars)	$ 150,000
				Total Cost (2025 Dollars)	**$ 800,000**

Notes:

1. County road pavement section assumed is 10 inch bituminous pavement,12 inch aggregate base, and 24 inch sand.
2. Local road pavement section assumed is 4 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.
3. Storm sewer cost is 20% of roadway construction cost

Opinion of Probable Cost - Preliminary Cost Estimate

Alternative 2

Bloomington, MN

7/8/2025

BOLTON & MENK
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	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-3)					
	REMOVE BITUMINOUS PAVEMENT	SY	6,020	$ 10.00	$ 60,200
	REMOVE CONCRETE MEDIAN	SF	2,020	$ 2.00	$ 4,100
	REMOVE CURB AND GUTTER	LF	4,410	$ 8.00	$ 35,300
	REMOVE BITUMINOUS WALK	SF	2,230	$ 3.00	$ 6,700
	EXCAVATION - COMMON	CY	5,780	$ 29.00	$ 167,700
	AGGREGATE BASE (CV) CLASS 5	CY	1,000	$ 54.00	$ 54,000
	SELECT GRANULAR EMBANKMENT (CV)	CY	2,510	$ 39.00	$ 97,900
	TYPE SP 9.5 WEARING COURSE MIX (4,F)	TONS	30	$ 103.00	$ 3,100
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	1,280	$ 115.00	$ 147,200
	CURB AND GUTTER B624	LF	4,350	$ 32.00	$ 139,200
	4" CONCRETE WALK	SF	9,420	$ 10.00	$ 94,200
	Subtotal				$ 810,000
	All Roadway Construction Subtotal				**$ 810,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	REMOVE SIGNAL SYSTEM	LS	1	$ 10,000.00	$ 10,000
	TRAFFIC SIGNAL SYSTEM	LS	1	$ 600,000.00	$ 600,000
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(4)	URBAN DRAINAGE	LS	1	$ 160,000.00	$ 160,000
	Subtotal				$ 770,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 79,000
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 31,600
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 47,400
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 79,000
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 39,500
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 79,000
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 316,000
	Subtotal				$ 672,000
				Construction Cost (2025 Dollars)	$ 2,300,000
				Anticipated Right-of-Way Cost (2025 Dollars)	$ -
				Engineering Cost (2025 Dollars)	$ 450,000
				Total Cost (2025 Dollars)	**$ 2,750,000**

Notes:

1. County road pavement section assumed is 10 inch bituminous pavement,12 inch aggregate base, and 24 inch sand.
2. Local road pavement section assumed is 4 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.
3. Trail pavement section assumed is 3 inch bituminous pavement and 4 inch aggregate base
4. Storm sewer cost is 20% of roadway construction cost

Opinion of Probable Cost - Preliminary Cost Estimate

Alternative 3

Bloomington, MN

7/8/2025

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-3)					
	REMOVE BITUMINOUS PAVEMENT	SY	6,050	$ 10.00	$ 60,500
	REMOVE CONCRETE MEDIAN	SF	2,310	$ 2.00	$ 4,700
	REMOVE CURB AND GUTTER	LF	4,480	$ 8.00	$ 35,900
	REMOVE BITUMINOUS WALK	SF	10,070	$ 3.00	$ 30,300
	EXCAVATION - COMMON	CY	4,930	$ 29.00	$ 143,000
	AGGREGATE BASE (CV) CLASS 5	CY	1,040	$ 54.00	$ 56,200
	SELECT GRANULAR EMBANKMENT (CV)	CY	2,140	$ 39.00	$ 83,500
	TYPE SP 9.5 WEARING COURSE MIX (4,F)	TONS	350	$ 103.00	$ 36,100
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	1,140	$ 115.00	$ 131,100
	CURB AND GUTTER B624	LF	3,860	$ 32.00	$ 123,600
	4" CONCRETE WALK	SF	6,100	$ 10.00	$ 61,000
	Subtotal				$ 766,000
	All Roadway Construction Subtotal				**$ 766,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	REMOVE SIGNAL SYSTEM	LS	1	$ 10,000.00	$ 10,000
	TRAFFIC SIGNAL SYSTEM	LS	1	$ 600,000.00	$ 600,000
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(4)	URBAN DRAINAGE	LS	1	$ 150,000.00	$ 150,000
	Subtotal				$ 760,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 76,300
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 30,600
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 45,800
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 76,300
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 38,200
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 76,300
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 305,200
	Subtotal				$ 649,000
				Construction Cost (2025 Dollars)	$ 2,200,000
				Anticipated Right-of-Way Cost (2025 Dollars)	$ -
				Engineering Cost (2025 Dollars)	$ 450,000
				Total Cost (2025 Dollars)	**$ 2,650,000**

Notes:

1. County road pavement section assumed is 10 inch bituminous pavement,12 inch aggregate base, and 24 inch sand.
2. Local road pavement section assumed is 4 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.
3. Trail pavement section assumed is 3 inch bituminous pavement and 4 inch aggregate base
4. Storm sewer cost is 20% of roadway construction cost

Opinion of Probable Cost - Preliminary Cost Estimate

Alternative 4

Bloomington, MN

7/8/2025

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-3)					
	REMOVE BITUMINOUS PAVEMENT	SY	6,990	$ 10.00	$ 69,900
	REMOVE CONCRETE MEDIAN	SF	5,940	$ 2.00	$ 11,900
	REMOVE CURB AND GUTTER	LF	5,470	$ 8.00	$ 43,800
	REMOVE BITUMINOUS WALK	SF	10,070	$ 3.00	$ 30,300
	EXCAVATION - COMMON	CY	6,630	$ 29.00	$ 192,300
	AGGREGATE BASE (CV) CLASS 5	CY	1,340	$ 54.00	$ 72,400
	SELECT GRANULAR EMBANKMENT (CV)	CY	2,870	$ 39.00	$ 112,000
	TYPE SP 9.5 WEARING COURSE MIX (4,F)	TONS	350	$ 103.00	$ 36,100
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	1,260	$ 115.00	$ 144,900
	CURB AND GUTTER B624	LF	4,990	$ 32.00	$ 159,700
	4" CONCRETE WALK	SF	13,800	$ 10.00	$ 138,000
	Subtotal				$ 1,011,000
	All Roadway Construction Subtotal				**$ 1,011,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	REMOVE SIGNAL SYSTEM	LS	1	$ 10,000.00	$ 10,000
	TRAFFIC SIGNAL SYSTEM	LS	1	$ 600,000.00	$ 600,000
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(4)	URBAN DRAINAGE	LS	1	$ 200,000.00	$ 200,000
	Subtotal				$ 810,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 91,100
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 36,500
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 54,700
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 91,100
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 45,600
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 91,100
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 364,200
	Subtotal				$ 774,000
				Construction Cost (2025 Dollars)	$ 2,600,000
				Anticipated Right-of-Way Cost (2025 Dollars)	$ -
				Engineering Cost (2025 Dollars)	$ 500,000
				Total Cost (2025 Dollars)	**$ 3,100,000**

Notes:

1. County road pavement section assumed is 10 inch bituminous pavement,12 inch aggregate base, and 24 inch sand.
2. Local road pavement section assumed is 4 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.
3. Trail pavement section assumed is 3 inch bituminous pavement and 4 inch aggregate base
4. Storm sewer cost is 20% of roadway construction cost

Opinion of Probable Cost - Preliminary Cost Estimate

Alternative #2 Modified

Bloomington, MN

8/28/2025

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-3)					
	REMOVE BITUMINOUS PAVEMENT	SY	8,020	$ 10.00	$ 80,200
	REMOVE CONCRETE MEDIAN	SF	7,520	$ 2.00	$ 15,100
	REMOVE CURB AND GUTTER	LF	6,040	$ 8.00	$ 48,400
	REMOVE BITUMINOUS WALK	SF	2,230	$ 3.00	$ 6,700
	EXCAVATION - COMMON	CY	7,470	$ 29.00	$ 216,700
	AGGREGATE BASE (CV) CLASS 5	CY	1,390	$ 54.00	$ 75,100
	SELECT GRANULAR EMBANKMENT (CV)	CY	3,550	$ 39.00	$ 138,500
	TYPE SP 9.5 WEARING COURSE MIX (4,F)	TONS	30	$ 103.00	$ 3,100
	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TONS	1,400	$ 115.00	$ 161,000
	CURB AND GUTTER B624	LF	6,170	$ 32.00	$ 197,500
	4" CONCRETE WALK	SF	21,720	$ 10.00	$ 217,200
	Subtotal				$ 1,160,000
	All Roadway Construction Subtotal				**$ 1,160,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	REMOVE SIGNAL SYSTEM	LS	1	$ 10,000.00	$ 10,000
	TRAFFIC SIGNAL SYSTEM	LS	1	$ 600,000.00	$ 600,000
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(4)	URBAN DRAINAGE	LS	1	$ 230,000.00	$ 230,000
	Subtotal				$ 840,000
PERCENTAGE ITEMS					
	MOBILIZATION	5%		of all roadway	$ 100,000
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 40,000
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 60,000
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 100,000
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 50,000
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 100,000
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 400,000
	Subtotal				$ 850,000
				Construction Cost (2025 Dollars)	$ 2,900,000
				Anticipated Right-of-Way Cost (2025 Dollars)	$ -
				Engineering Cost (2025 Dollars)	$ 600,000
				Total Cost (2025 Dollars)	**$ 3,500,000**

Notes:

1. County road pavement section assumed is 10 inch bituminous pavement,12 inch aggregate base, and 24 inch sand.
2. Local road pavement section assumed is 4 inch bituminous pavement,6 inch aggregate base, and 24 inch sand.
3. Trail pavement section assumed is 3 inch bituminous pavement and 4 inch aggregate base
4. Storm sewer cost is 20% of roadway construction cost

BOLTON & MENK

84th Street at Normandale Blvd (CSAH 34)

Pedestrian/Bike Safety Improvements Evaluation Matrix

September 2025

CITY OF BLOOMINGTON MINNESOTA

HENNEPIN COUNTY MINNESOTA

Performance Measure		Alternative							Notes
		No Build	Area Plan Pedestrian Overpass*	Alternative #1 WB/NB Single Lefts	Alternative #2 Low Angle Rights	Alternative #2 MOD Low Angle Rights + WB/NB Single Lefts	Alternative #3 NB/EB Traditional Rights	Alternative #4 NB/EB Traditional Rights + WB/NB Single Lefts	
Pedestrian and Bicycle Safety and Comfort	Number of Lanes Crossed	8 (E leg) 7 (W leg) 7 (N leg) 7 (S leg)	-	5 (E leg) 7 (W leg) 7 (N leg) 6 (S leg)	6 (E leg) 6 (W leg) 7 (N leg) 7 (S leg)	6 (E leg) 5 (W leg) 7 (N leg) 6 (S leg)	6 (E leg) 7 (W leg) 7 (N leg) 8 (S leg)	5 (E leg) 7 (W leg) 7 (N leg) 7 (S leg)	Omit channelized RT lanes from count
	Pedestrian Travel Time (seconds)	22 (E leg) 20 (W leg) 20 (N leg) 20 (S leg)	~160	17 (E leg) 20 (W leg) 20 (N leg) 20 (S leg)	17 (E leg) 18 (W leg) 20 (N leg) 20 (S leg)	17 (E leg) 15 (W leg) 20 (N leg) 20 (S leg)	17 (E leg) 20 (W leg) 20 (N leg) 22 (S leg)	17 (E leg) 20 (W leg) 20 (N leg) 22 (S leg)	5 ft/s x maximum main intersection crossing distance from curb to curb, Or, start of incline to end of incline for grade separation alternative
	Right Turning Vehicle Speeds (mph)	0 - 30 (E leg) 0 - 30 (W leg) 0 - 30 (N leg) 0 - 30 (S leg)	-	0 - 30 (E leg) 0 - 30 (W leg) 0 - 30 (N leg) 0 - 30 (S leg)	0 - 15 (E leg) 0 - 10 (W leg) 0 - 10 (N leg) 0 - 10 (S leg)	0 - 15 (E leg) 0 - 10 (W leg) 0 - 10 (N leg) 0 - 10 (S leg)	0 - 15 (E leg) 0 - 10 (W leg) 0 - 10 (N leg) 0 - 10 (S leg)	0 - 15 (E leg) 0 - 10 (W leg) 0 - 10 (N leg) 0 - 10 (S leg)	Channelized RTs (standard) = 0-30 mph *Channelized RTs (low angle entry) = 0-10 mph Standard RTs = 0-10 mph *Design speed w/o acceleration lane* *(w/ acceleration lane = 0-15 mph)*
	Number of yield controlled or uncontrolled pedestrian crossings	4	-	4	4	4	2	2	
	Ease of sightlines to pedestrian crossing locations	Poor	-	Poor	Good	Good	Good	Good	Sight distance angle from path of travel at SSD to pedestrian crossing Poor = >8 degrees Fair = 3-8 degrees Good = 3> degrees
Vehicle Mobilty	Intersection LOS (AM/PM Peak)	(40 - D / 65 - E)	-	(35 - D / 54 - D)	(38 - D / 45 - D)	(38 - D / 45 - D)	(39 - D / 49 - D)	(38 - D / 53 - D)	Assumes 2050 forecast volumes
	Number of stops/veh (AM/PM Peak)	(0.60 / 0.84)	-	(0.56 / 0.72)	(0.59 / 0.65)	(0.59 / 0.65)	(0.59 / 0.71)	(0.62 / 0.74)	Assumes 2050 forecast volumes
	Queues exceed turn lane bays?	Yes (EBL, NBL, SBL)	-	Yes (EBL, NBL)	Yes (EBL, EBR, NBL)	Yes (EBL, EBR, NBL)	Yes (EBL, EBR, NBL)	Yes (EBL, EBR, NBL)	Average of average & 95th %-ile queues, or ~75th %-ile queue
	Queues block upstream intersection movements?	Yes (WBT/R)	-	No	Yes (WBT)	Yes (WBT)	Yes (WBT)	Yes (WBT)	Average of average & 95th %-ile queues, or ~75th %-ile queue
Cost	Project Cost	$0	$ 5,000,000	$ 800,000	$ 2,750,000	$ 3,500,000	$ 2,650,000	$ 3,100,000	2025 dollars, includes construction, right-of-way, and engineering
Notes			All undefined values remain unchanged from the No Build condition			Recommended Alternative			

AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA) ss
COUNTY OF HENNEPIN

I do solemly swear that the notice, as per the proof, was published in the edition of the

SC Bloomington Richfield

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 09/04/2025 and the last insertion being on 09/04/2025.

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: _____
Designated Agent

Subscribed and sworn to or affirmed before me on 09/04/2025

_____
Notary Public

Darlene Marie MacPherson
Notary Public
Minnesota
My Commission Expires Jan. 31, 2029

Rate Information:
(1) Lowest classified rate paid by commercial users for comparable space:
$999.99 per column inch

Ad ID 1489086

CITY OF BLOOMINGTON
NOTICE OF
PUBLIC HEARING
BY THE PLANNING COMMISSION

The Bloomington Planning Commission will hold a public hearing on September 18, 2025, at 6:00pm in the Council Chambers at Bloomington Civic Plaza, 1800 West Old Shakopee Road, Bloomington, Minnesota, or by electronic means as permitted by State law, to consider PL202500108 an application by the City of Bloomington to amend the Normandale Lake District Plan by removing the reference to a pedestrian bridge at West 84th St and Normandale Blvd and instead including information for at-grade pedestrian and bicycle safety improvements.

Review information and materials at www.blm.mn/notices. For more information or to submit comments, contact Dakota Kastenday, Planning Supervisor, 1800 West Old Shakopee Road, Bloomington, MN 55431- 3027. (952) 563-8926 or dkastenday@bloomingtonmn.gov

Published in the
Sun Current
September 4, 2025
1489086

CITY OF BLOOMINGTON MINNESOTA

Planning Commission Item

Originator	Item
Planning	**4.1 Study Item - Annual Miscellaneous Issues Ordinance**
Agenda Section Item 4	Date September 18, 2025

Requested Action:

Review the attached staff report and and provide feedback on the suggested Miscellaneous Issues Ordinances discussed (policy change items).

Item presented by: Emily Hestbech, Planner

Description:

Staff will present proposed City Code amendments (policy change items) suggested as part of the annual Miscellaneous Issues Ordinances for 2025.

Attachments:

Staff Report
Exhibit A - Draft Policy Change Ordinances

GENERAL INFORMATION

Request: Study item for 2025 Miscellaneous Issues Ordinances

CHRONOLOGY

Planning Commission	09/18/2025	Study item scheduled
Council	09/29/2025	Study item anticipated

STAFF CONTACT

Emily Hestbech, Planner
Phone: (952) 563-4507
E-mail: ehestbech@BloomingtonMN.gov

PROPOSAL

Staff annually prepares miscellaneous ordinances that do not warrant their own project on the Planning Commission Work Plan. These items typically range from correcting minor grammatical mistakes (clean-up items) to proposing moderate policy changes. Staff is proposing 24 clean-up items and nine policy change items (including the public art incentives, not seen in this report). Staff has listed examples of this year's clean-up items, but is only asking for feedback on the policy change ordinances, labeled as Y-FF.

The draft policy change ordinances are attached to the staff report (see Exhibit A) for consideration. These ordinances have not gone through full legal review, so minor changes may be needed as the review process is completed. The intent of the study session is to gather initial feedback and address questions on these potential policy changes before scheduling public hearing for the proposed ordinances.

ANALYSIS

The ordinances proposed as part of this year's project include the following:

Clean-Up Items

The annual Miscellaneous Issues Ordinance includes 24 clean-up items that correct a variety of grammatical mistakes or reorganize parts of the City Code. The full list of 24 clean-up items will be

provided in the staff report when the full Ordinance is presented at a future public hearing. A few examples of clean-ups for this year include:

- Deleting old references to Airport South and replacing with the South Loop District
- Adding a co-living rental license fee
- Creating a definition for distilled spirits manufacturer
- Removing outdated air pollution permits

Policy Change Items

Ordinance Y
Name: Lighting Standards Updates
Code section(s): § 21.301.07(b) and 21.301.07(i)
Issue: The "Exterior Lighting" section of the Code should be updated to clarify maintenance requirements and specify when lighting plans are required. Not every project that involves the installation of lighting, such as within a ground sign for example, necessitates a comprehensive photometric plan to be submitted.
Proposed Amendment: Create an exemption by the Planning Manager for lighting plan requirements to clarify regulatory discretion. Add a section requiring maintenance of lighting and lighting structures.

Ordinance Z
Name: Allowing Multifamily in Commercial Zoning Districts
Code section(s): § 21.209(d), § 21.205.06(b), and § 21.205.07(b)
Issue: Council endorsed a recommendation as part of the Office Conversion Study earlier in 2025 to allow multi-family residential uses in the B-1 (Neighborhood Office), B-2 (General Commercial), CR-1 (Regional Commercial), and CS-1 (Commercial Service) Zoning Districts when combined with minimum levels of nonresidential floor area, similar to other commercial zoning districts in Bloomington.
Proposed Amendment: Add allowances for multi-family residential in the districts listed above.

Ordinance AA
Name: Application Processes Update for Variances and Certificate of Appropriateness
Code section(s): § 21.501.01(c) and Appendix A
Issue: There is currently no process for appealing variances but there is a fee. Additionally, there is a process for appeals to Certificates of Appropriateness but no fee.
Proposed Amendment: This ordinance proposes creating an appeal process for variances through a public hearing at the City Council. The ordinance also proposes creating a fee for the appeal of Certificates of Appropriateness by mirroring existing appeal fees of $220.

Ordinance BB
Name: Garage Height Limits
Code section(s): § 21.301.19(d)

Issue: The accessory structure ordinance does not allow a garage or accessory structure to be taller than the principal dwelling. This limitation can be impractical or challenging for single-story rambler homes that are lower in height (less than 15 feet). So long as a maximum of 15 feet is established for accessory structures and garages exceeding the principal dwelling in height, the visual difference should be negligible.
Proposed Amendment: Allow accessory structures and garages to be up to 15 feet in height regardless of the height of the principal dwelling.

Ordinance CC
Name: Platting Variance Processes
Code section(s): § 22.08(c)
Issue: There are two issues with platting variances. First, the Planning Commission should hold a public hearing for platting variances involving deviations from the standards outlined in Chapter 22, Division D rather than the City Council. Second, the Code does not establish a variance process for platting standards when the requested deviations relate to other sections of the Code concerning platting.
Proposed Amendment: Update the application processes table to reflect these two different types of platting variances with the first requiring a public hearing at Planning Commission and the second requiring a public hearing at City Council.

Ordinance DD
Name: Removing Architectural Unity Standards for Commercial Buildings
Code section(s): § 21.301.03(a)(3)
Issue: Requiring architectural unity for commercial buildings on the same site can limit design flexibility and result in less vibrant and creative commercial areas, creating an unnecessary burden on the developer or business.
Proposed Amendment: Remove the requirement that commercial buildings must look architecturally similar when located on the same site.

Ordinance EE
Name: Removing Double Public Hearing Instances
Code section(s): § 21.502.01(c)
Issue: According to the Bloomington Zoning Code, four application types require public hearing to be held at both the Planning Commission and City Council – Comprehensive Plan text amendment, Comprehensive Plan map amendment, Zoning Ordinance text amendment, and Rezoning (zoning district map amendment). As a further effort to streamline Zoning Approvals, this change would remove the need for formal public hearings at both Planning Commission and City Council (double or two public hearings). The hearing would be proposed to be held at Planning Commission. The City Council can still allow for public comment on these items without the formality of public hearing procedures (published notice requirement and two-week time delay). State Law only requires one public hearing for these application types. Adding an additional hearing requirement adds financial cost and time to the review process. It could also burden community members who feel they need to attend two separate Public Hearings for their concerns to be considered in decision

making. If comments are received at the Planning Commission Public Hearing, those comments will be included in the staff report to City Council.

Proposed Amendment: The following Bloomington application types will be changed to only require one public hearing: Comprehensive Plan Text Amendment, Comprehensive Plan Map Amendment, Zoning Ordinance Text Amendment, Rezoning, Suspension of Conditional Use Permit, Suspension of Interim Use Permit, and Suspension of Master Sign Plan.

Ordinance FF
Name: Sidewalk Width Minor Collector Reduction
Code section(s): § 21.301.04(d)(1)(A)
Issue: Code requires an 8-foot sidewalk along minor collector roads, but the City Engineer has agreed that this could be reduced to 6 feet when not abutting the curb. This amendment is intended to "right-size" pedestrian facilities along lower volume roadways, decreasing impervious surface while still providing adequate facilities.
Proposed Amendment: Reduce the sidewalk requirement from 8 feet to 6 feet along minor collector roads when not abutting a curb.

RECOMMENDATION

This item is for information only and no formal action is requested at this time. Staff is requesting feedback on the drafted changes and will prepare formal ordinances for future public hearings with the Planning Commission and City Council later this fall.

EXHIBIT A: DRAFT POLICY CHANGE ORDINANCES

ORDINANCE Y

AN ORDINANCE ALLOWING THE PLANNING MANAGER TO EXEMPT LIGHTING PLANS IN CERTAIN CIRCUMSTANCES AND ESTABLISHING LIGHTING MAINTENANCE STANDARDS, THEREBY AMENDING CHAPTER 21 OF THE CITY CODE.

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

Section 1. That Chapter 21 of the City Code is hereby amended by deleting those words that are contained in brackets and [~~stricken through~~] and adding those words that are underlined, to read as follows:

CHAPTER 21: ZONING AND LAND DEVELOPMENT

***

ARTICLE III: DEVELOPMENT STANDARDS

DIVISION A: GENERAL STANDARDS

***

§ 21.301.07 EXTERIOR LIGHTING.

***

(b) *Lighting plan.* Except for single- and two-family dwellings, no exterior lighting may be installed prior to approval of a lighting plan by the issuing authority, unless exempted by the Planning Manager. Modifying approved lighting, including lamp or fixture substitution, requires issuing authority approval. All plans must be signed by a registered electrical engineer or a lighting certified (LC) professional certified by the National Council on Qualifications for the Lighting Professions. The lighting plan must include the following information and attachments, unless exempted by the Planning Manager:

***

(i) [~~*Reserved.*~~] *Maintenance*. All lighting and lighting structures must be maintained in good repair and appearance by the property owner and must not be in a condition of disrepair or danger, or constitute a public or private nuisance.

***

ORDINANCE Z

AN ORDINANCE ALLOWING MULTIPLE-FAMILY DWELLINGS IN THE B-1, B-2, CR-1, AND CS-1 ZONING DISTRICTS AND CLARIFYING NONRESIDENTIAL USE REQUIREMENTS FOR MULTIPLE-FAMILY DWELLINGS IN THE CX-2 ZONING DISTRICT, THEREBY AMENDING CHAPTER 21 OF THE CITY CODE.

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

Section 1. That Chapter 21 of the City Code is hereby amended by deleting those words that are contained in brackets and [~~stricken through~~] and adding those words that are underlined, to read as follows:

CHAPTER 21: ZONING AND LAND DEVELOPMENT

***

ARTICLE II: DISTRICTS AND USES

***

DIVISION D: FREEWAY COMMERCIAL ZONING DISTRICTS

***

§ 21.205.06 REGIONAL COMMERCIAL (CR-1) DISTRICTS.

***

(b) *Permitted principal uses*.

***

(18) Taproom/cocktail room; [~~and~~]

(19) Craft and micro-brewery/distillery/winery; and[~~.~~]

(20) Multiple-family dwelling subject to standards set forth in § 21.302.02.

***

§ 21.205.07 COMMERCIAL SERVICE (CS-0.5 AND CS-1) DISTRICTS.

***

(b) *Permitted principal uses*.

***

(14) Multi-family dwellings [~~in the CS-0.5 District~~], provided they are developed in accordance with the provisions of the RO-24 District;

***

DIVISION H: USES

§ 21.209 USE TABLES.

***

(d) *Neighborhood and Freeway Commercial Zoning Districts.*

Use Type	*Zoning District*								*References; See Listed Section*
	B-1	*B-2*	*B-4*	*C-1*	*C-2*	*C-3*	*C-4*	*C-5*	
RESIDENTIAL									
Residences									
Multiple-family residence	P	P	P		P	P	P	P	21.302.02
***									

§ 21.302.02 RESIDENTIAL USES IN COMMERCIAL ZONING DISTRICTS.

(a) *Purpose and application.* Many of the city's commercial zoning districts allow the inclusion of residential uses. This section establishes standards for residential uses within the B-1, B-2, B-4, C-2, C-3, C-4, [~~and~~]C-5, CR-1, and CX-2 Commercial Zoning Districts.

(b) *Nonresidential uses required.* While the B-1, B-2, B-4, C-2, C-3, C-4, [~~and~~]C-5, CR-1, and CX-2 Zoning Districts allow residential uses when they do not stand alone, a primary purpose of these zoning districts is to provide convenient community access to commercial goods and services. To ensure that nonresidential uses are included within these commercial zoning districts, development sites must include nonresidential floor area as follows:

Zoning District	*Minimum Required Nonresidential Floor Area*
B-1	Floor area ratio – 0.10
B-2	Floor area ratio – 0.10
B-4	Floor area ratio - 0.10
C-2	Floor area ratio - 0.20
C-3	Floor area ratio - 0.25
C-4	Floor area ratio - 0.20
C-5	Floor area ratio - 0.25
CR-1	Floor area ratio – 0.25
CX-2	Floor area ratio – 0.25

***

§ 21.302.09 MULTIPLE-FAMILY DWELLING DESIGN AND PERFORMANCE STANDARDS.

***

(c) *Applicability.* The provisions of this section do not apply to multiple-family residential uses in the B-1, B-2, B-4, C-2, C-3, C-4, [~~and~~]C-5, CR-1, and CX-2 commercial zoning districts. See § 21.302.02 for applicable standards for residential uses in the B-1, B-2, B-4, C2, C-3, C-4, [~~and~~]C-5, CR-1, and CX-2 commercial zoning districts.

***

ORDINANCE AA

AN ORDINANCE UPDATING THE DECISION-MAKING AUTHORITY AND PROCESSES FOR APPEALS FOR CERTIFICATES OF APPRORIATENESS AND VARIANCES, THEREBY AMENDING CHAPTER 21 AND APPENDIX A OF THE CITY CODE.

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

Section 1. That Chapter 21 of the City Code is hereby amended by deleting those words that are contained in brackets and [~~stricken through~~] and adding those words that are underlined, to read as follows:

CHAPTER 21: ZONING AND LAND DEVELOPMENT

***

ARTICLE V: ADMINISTRATION AND NONCONFORMITY

***

DIVISION B: APPLICATION PROCESSES

***

§ 21.502.01 APPLICATION PROCESSES.

***

(c) *Application processes and fees.* See City Code Appendix A for fees.

Application Process	***Review and Decision Making Authority***					***Notice***	
	DRC	***ST***	***HE***	***PC***	***CC***	***N***	***Mail***
***							
Variances							
***							
Variance for other uses	R	R		PH DM		N	200
Appeal of decision by the Planning Commission (fee applies only if applicant appeals)		R			PH DM	N	200
***							
Miscellaneous							
***							

Certificate of appropriateness for historical preservation		R		PH DM			
Certificate of appropriateness – appeal of Planning Commission decision (fee applies only if applicant appeals)		R		[~~PH DM~~]	DM		
***							

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

APPENDIX A: ADMINISTRATIVE RELIEF AND FEE SCHEDULE

***

CODE SECTION	***CROSS-REF***	***DESCRIPTION***	***FEE***
CHAPTER 21: Zoning and Land Development			
§ 21.502.01(c)	§ 21.502.01(b)(11)	**Miscellaneous**	
		Certificate of appropriateness for historical preservation	$170
		Appeal of decision by the Planning Commission for Certificate of appropriateness (fee applies only if applicant appeals)	$220
***			

ORDINANCE BB

AN ORDINANCE ALLOWING ACCESSORY STRUCTURES AND GARAGES TO BE AT LEAST 15 FEET IN HEIGHT REGARLES OF THE HEIGHT OF THE PRINCIPAL STRUCTURE, THEREBY AMENDING CHAPTER 21 OF THE CITY CODE.

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

Section 1. That Chapter 21 of the City Code is hereby amended by deleting those words that are contained in brackets and [~~stricken through~~] and adding those words that are underlined, to read as follows:

CHAPTER 21: ZONING AND LAND DEVELOPMENT

***

ARTICLE III: DEVELOPMENT STANDARDS

DIVISION A: GENERAL STANDARDS

***

§ 21.301.19 ACCESSORY BUILDINGS.

(a) Purpose and intent. To regulate the number, size, location and appearance of all structures accessory to the principal buildings on lots. These regulations apply to attached garages and detached structures, including but not limited to garages, carports, storage buildings, gazebos, growing season extenders, screen houses, playhouses, guard houses, dispatch houses, security houses, gate houses and similar structures.

***

(d) Maximum height.

Zoning District	***Structure Type***	***Maximum Height***	***Special Regulations***
Single-Family Districts R-1, R-1A, RS-1	Accessory buildings , excluding garages	15 feet measured from the lowest exterior point to the highest point of the roof [~~and in no event may the overall height exceed the height of the dwelling~~].	
	Garages	When exceeding the height of the dwelling, the garage may not exceed 15 feet. [~~and in no event may the overall height exceed the height of the dwelling~~.]	(1) The overall height of any garage door opening, measured from the floor to the trim covering the door header, may not exceed 8 feet. (2) Where the height of a side wall exceeds 10 feet from the floor of the garage to the top of the side wall, the side and rear setbacks of the garage must be

			increased 1 inch for each inch of side wall height over ten feet.
All other districts	Accessory buildings	16 feet measured from the lowest exterior point to the highest point of the roof.	

***

ORDINANCE CC

AN ORDINANCE CLARIFYING PLATTING VARIANCE APPLICATION PROCEDURES, THEREBY AMENDING CHAPTER 22 OF THE CITY CODE.

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

Section 1. That Chapter 21 of the City Code is hereby amended by deleting those words that are contained in brackets and [~~stricken through~~] and adding those words that are underlined, to read as follows:

CHAPTER 22: SUBDIVISION AND PLATTING

***

DIVISION C: PROCESS

***

§ 22.08 APPLICATION PROCESSES.

(a) *Purpose.* This section outlines various application processes. See City Code Appendix A for fees.

(b) *Table key.* The following labeling conventions apply to the table in this section:

***

(8) DM means that the noted group has final decision making authority; and

[~~(9) V means that the review of the noted group varies - consult the applicable ordinance section; and~~]

(9[~~10~~]) Any number listed in the Mail column represents the number of feet out from the applicant's site to which direct mail notice is required to be sent for that particular application.

(c) *Application processes.*

Application Process	***Review and Decision Making Authority***				***Notice***	
	DRC	***ST***	***PC***	***CC***	***N***	***Mail***
***						
Platting variance for deviations from the platting standards of Chapter 22, Division D	R	R	PH[~~V~~]	[~~PH~~] DM	N	500
Platting variance other	R	R		PH DM	N	500

ORDINANCE DD

AN ORDINANCE REMOVING THE ARCHITECTURAL UNITY REQUIRMENT FOR NONRESIDENTIAL STRUCTURES IN CERTAIN COMMERICAL ZONING DISTRICTS, THEREBY AMENDING CHAPTER 21 OF THE CITY CODE.

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

Section 1. That Chapter 21 of the City Code is hereby amended by deleting those words that are contained in brackets and [~~stricken through~~] and adding those words that are underlined, to read as follows:

CHAPTER 21: ZONING AND LAND DEVELOPMENT

***

ARTICLE III: DEVELOPMENT STANDARDS

DIVISION A: GENERAL STANDARDS

***

§ 21.301.03 STRUCTURE DESIGN.

(a) *General structure design standards.* Structures in the B-1, B-2, B-4, C-1, C-2, C-3, C-4, C-5, TI, and LX Zoning Districts must meet the following requirements.

(1) *Blank facades.* Blank building facades or walls must not exceed 20 feet in length when the building facade or wall faces a public street. A building facade or wall is considered to be blank if it is uninterrupted by windows, doors, ornamentation, decoration, articulation or other architectural detailing.

(2) *Building massing.* To reduce the apparent scale and uniformity of long, one- or two-story building facades and to provide visual interest, one- or two-story building facades facing public streets that exceed 200 feet in linear building length must include wall projections or recesses of three or more foot depth for every 100 linear feet of facade and/or vertical height variations of four or more feet for every 100 linear feet of facade.

(3) *Reserved.* [~~*Architectural unity.* When multiple nonresidential structures are constructed on one site, all nonresidential buildings must be related in architectural style, color scheme and building materials.~~]

(4) *Windows.* For windows facing public or private streets or pedestrian corridors, no more than 25% of the total window area and no more than 25% of linear eye-level window width may be obscured by signs, film coverings, product displays or similar covering. Blinds, curtains and similar temporary coverings for privacy or sunlight control are permitted.

(5) *Entrance buffer.* To ensure that pedestrians can safely exit a building before entering traffic flow, any building must provide a sidewalk buffer area of at least eight feet between a public entrance and any vehicular circulation drive. Any single tenant building or individual tenant space of 20,000 square feet or above must provide a sidewalk buffer area of at least ten feet between a public entrance and any vehicle circulation drive.

***

ORDINANCE EE

AN ORDINANCE MODIFYING PUBLIC HEARING REQUIREMENTS FOR COMPREHENSIVE PLAN AMENDMENTS, THEREBY AMENDING CHAPTER 21 OF THE CITY CODE.

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

Section 1. That Chapter 21 of the City Code is hereby amended by deleting those words that are contained in brackets and [~~stricken through~~] and adding those words that are underlined, to read as follows:

CHAPTER 21: ZONING AND LAND DEVELOPMENT

***

ARTICLE V: ADMINSTRATION AND NONCONFORMITY

***

DIVISION B: APPLICATION PROCESSES

§ 21.502.01 APPLICATION PROCESSES.

(a) *Purpose.* This section outlines various application processes.

(b) *Table key*. The following labeling conventions apply to the table in this section.

(1) DRC means Development Review Committee. The issuing authority may waive DRC review, but also may require DRC review for building and other permits under Chapter 15 of the city code.

(2) ST means staff.

(3) HE means Hearing Examiner.

(4) PC means Planning Commission.

(5) CC means City Council.

(6) N means that a public notice is required to be published in the official newspaper.

(7) R means review is required by the noted group.

(8) PH means that a public hearing is required by the noted group.

(9) DM means that the noted group has final decision making authority.

(10) C means public comment opportunity.

(11[~~10~~]) Any number listed in the Mail column represents the number of feet out from the applicant's site to which direct mail notice is required to be sent for that particular application.

(12[~~11~~]) Any * under the Fee column indicates that part of the fee (amount set forth in City Code Appendix A) is intended for recording approval actions with the county and will be refunded if the City Council or Planning Commission denies the application or the application is withdrawn. If the application does not require recording approval actions, the application fee is the same amount set forth in City Code Appendix A less than the stated fee.

(13[~~12~~]) Any * under the Notice Mail column indicates the notice boundary as part of a change in condition application shall adhere to the notice boundary of the application type to which the original condition was attached.

(c) *Application processes and fees.* See City Code Appendix A for fees.

Application Process	***Review and Decision Making Authority***				***Notice***	
	DRC	ST	PC	CC		
Comprehensive Plan text amendment		R	PH	C[~~PH~~] DM	N	
Comprehensive Plan map amendment		R	PH	C[~~PH~~] DM	N	500
Zoning ordinance text amendment		R	PH	C[~~PH~~] DM	N	
Rezoning (zoning district map amendment)		R	PH	C[~~PH~~] DM	N	500
***						
Suspension or revocation of CUP		R	PH	C[~~PH~~] DM	N	500
***						
Suspension or revocation of IUP		R	PH	C[~~PH~~] DM	N	500
***						
Suspension or revocation of master sign plan		R	PH	C[~~PH~~] DM	N	500

***

ORDINANCE FF

AN ORDINANCE MODIFYING WIDTH REQUIREMENTS FOR PUBLIC SIDEWALKS ALONG MINOR COLLECTOR ROADS, THEREBY AMENDING CHAPTER 21 OF THE CITY CODE.

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

Section 1. That Chapter 21 of the City Code is hereby amended by deleting those words that are contained in brackets and [~~stricken through~~] and adding those words that are underlined, to read as follows:

CHAPTER 21: ZONING AND LAND DEVELOPMENT

***

ARTICLE III: DEVELOPMENT STANDARDS

DIVISION A: GENERAL STANDARDS

***

§ 21.301.04 SIDEWALKS.

***

(d) *Design standards.* Except for private sidewalks on single- and two-family residential sites, sidewalks must conform to the following design standards.

(1) *Width.*

(A) *Public sidewalks.* Public sidewalks must have an unobstructed, walkable width (see Figure 21.301.04(f) below) equal to or greater than the following standards. Additional width is encouraged in appropriate areas to accommodate outdoor seating, benches, landscaping, light posts, trash receptacles, bicycle parking and similar pedestrian oriented infrastructure. The City Council may require greater sidewalk width through condition of approval when greater width is deemed necessary to meet anticipated pedestrian needs or federal or state standards:

(i) Adjacent to local or minor collector street: six feet, except increased width must be provided for sidewalks abutting the curb;

(ii) Adjacent to major collector or arterial street: eight feet; and

(iii) Not adjacent to street: determined case by case.

***

CITY OF
BLOOMINGTON
MINNESOTA

Planning Commission Item

Originator	Item
Community Development	**5.1 Review and approval of draft Planning Commission meeting synopsis of August 28, 2025.**
Agenda Section Item 5	Date September 18, 2025

Requested Action:

Staff recommends approval using the following motions:

I move to approve the Planning Commission meeting synopsis from August 28, 2025, as presented.

Description:

Review and approval of draft Planning Commission meeting synopsis of August 28, 2025.

Attachments:

Draft Meeting Synopsis - August 28, 2025

CITY OF BLOOMINGTON MINNESOTA

PLANNING COMMISSION SYNOPSIS

Thursday, August 28, 2025

CALL TO ORDER	Chair Phil Koktan called the Planning Commission meeting to order in the City Council Chambers at 6:02 PM.

PLANNING COMMISSIONERS PRESENT: Phil Koktan, Kevin Cunningham, Abdi Isse, Deanna White, Anne Linnee, Jared Munster, and Madeline Summers (in person).

STAFF PRESENT: Nick Johnson, Dakota Kastenday, Emily Hestbech, and Derly Navarro (in person), Julie Long and Kevin Toskey (attending remotely).

Chair Koktan led the attendees in the reciting of *The Pledge of Allegiance*.

ITEM 1	**CASE:**	#PL2025-102
6:02 p.m.	**APPLICANT:**	City of Bloomington
	REQUEST:	Public Arts Incentives Ordinance

STAFF REPORT:

Hestbech presented the staff report, outlining five proposed zoning code changes:

Code Change 1 introduces a definition for "art structure" as a non-commercial, original freestanding structure intended for artistic or cultural expression, such as sculptures. This creates a foundation for incentives supporting private property art.

Code Change 2 would allow art structures to encroach into required setbacks. Staff proposes uniform setbacks, 10 feet front and rear, 5 feet side, and a 10-foot height maximum for those within setbacks, ensuring visibility from streets and sidewalks. Structures over 7 feet would still require a building permit.

Code Change 3 would permit murals to substitute for ground-level window requirements in Mixed Use Districts, subject to review for size and scale. This expands existing façade exceptions and recognizes murals as eligible permanent art.

Code Change 4 would allow art structures to substitute for up to 25% of required landscaping, reducing tree and shrub counts with approval from the issuing authority. This would join existing exceptions such as fee-in-lieu payments or reductions for mixed-use districts.

Code Change 5 proposes allowing art structures under 10 feet in required landscaping yards (20 feet along streets, 5 feet otherwise). This would clarify that art structures, like rain gardens and bus shelters, can be part of required landscaped areas.

Hestbech first asks whether art structures should be allowed to encroach into required setbacks. If permitted, should setback rules differ from those that apply to principal buildings depending on the height of the art structure?

She explained that the second question relates to height. Should art structures that encroach into setbacks be subject to a maximum height, such as the proposed 10 feet, or a different limit? Should the structure be restricted to a height below or equal to the main building on the property? Alternatively, should height allowances follow the City's height map regardless of the building size?

She then asked the third question: if art structures should be allowed on multi-family residential properties, or if they should only be permitted on nonresidential properties.

She then asked the Commission whether murals should be accepted as an exception to window requirements in mixed-use districts.

Lastly, she asked if the proposed reduction of up to 25 percent of required landscaping material appropriate when an art structure(s) is provided in place of trees and shrubs?

QUESTIONS AND DISCUSSION:

Hestbech presented the first question.

Chair Koktan asked if this ordinance was reviewed by traffic.

Johnson noted that Development Coordinator Brian Hansen has reviewed the ordinance and staff report, and therefore has evaluated the proposal from a Traffic perspective.

Commissioner White asked a question about Code Change #1: what staff meant by "non-commercially produced."

Hestbech clarified that the term "non-commercially produced" in the draft definition was meant to prevent art structures or murals from being used as advertisements. She noted staff is open to adjusting the definition.

White suggested that staff refine the wording around "non-commercially produced" to avoid confusion.

Commissioner Munster echoed White's comments and asked for clarity.

Johnson clarified that the intent behind "non-commercially produced" is to ensure the definition covers original works of art rather than mass-produced or promotional pieces.

Vice Chair Cunningham stated that he is comfortable with proposed change #1 as long as it's been reviewed by Traffic.

Chair Koktan sought each Commissioner's opinion on the first question.

Commissioner Isse shared his support.

Commissioner White shared her support.

Commissioner Linnee shared her support.

Commissioner Munster shared his support.

Commissioner Summers stated that a 10-foot maximum height makes sense for art setbacks but noted that the examples shown appeared much taller than that, raising concern about scale.

Hestbech said the photos shown were from Bloomington and St. Louis Park. None were under 10 feet, and permitted encroachments would likely involve smaller-scale art.

Chair Koktan asked a question about height.

Hestbech noted that Koktan's question will be mentioned in following questions. She presented the second question.

Commissioner Linnee asked if this applied to all private property including residential properties.

Hestbech noted staff is also seeking input on whether art structures should be allowed at multifamily residences, such as apartments.

Commissioner Linnee asked about single-family residences.

Hestbech clarified that staff are not currently considering single-family homes for art structures; if residential properties are included, it would likely be limited to multifamily housing.

Commissioner Linnee asked a question about encroachments and setbacks pertaining to height requirements.

Hestbech stated if is placed beyond the setback, height is regulated by the height limits map, which establishes specific limits for each property.

Chair Koktan shared that he is not in favor of a height maximum.

Commissioner Linnee stated she is in favor of height maximums that match building heights.

Vice Chair Cunningham concurred with Linnee and Koktan.

Commissioner Munster asked where the 10 ft. maximum came from.

Hestbech stated that it was compared to other zoning language.

Commissioner White stated she is not in favor of a height maximum.

Commissioner Summers felt a 10-foot height limit on art may be too restrictive. She urged aligning rules with the scale of valued existing structures.

Commissioner Isse stated he is okay with the height maximum.

Hestbech presented the third question and asked the Commission if they were in favor by stating yes or no.

Chair Koktan: yes.

Vice Chair Cunningham: yes.

Commissioner Isse: yes.

Commissioner White: yes.

Commissioner Linnee: yes.

Commissioner Munster: yes.

Commissioner Summers stated yes, but cautioned about upkeep if properties change hands, noting risks of neglect.

Hestbech noted there are maintenance requirements for murals and structures. She deferred to Johnson.

Johnson affirmed Hestbech and explained that they can include language in the ordinance for maintenance.

Chair Koktan asked for clarification on the meaning of "residential district."

Johnson noted that residential zoning districts are designated primarily for residential uses.

Commissioner Linnee noted past issues in Minneapolis with single-family areas where buyers were unaware of restrictions. She emphasized the need to address ownership transfers if such uses are allowed.

Commissioner Isse stated that he thinks it should be allowed on single-family properties.

Commissioner Munster asked if, under current code, a sculpture over seven feet tall could be placed in a residential front yard with a 30-foot setback.

Hestbech stated there isn't a definition for it, if it is a structure, it needs to meet required setbacks. She then deferred to Johnson.

Johnson affirmed Hestbech's statements and reiterated the setback requirements.

Hestbech presented the fourth question.

Chair Koktan asked if they could require art sculptures and structures to be lit at night.

Johnson stated there are no current requirements for lighting structures at night.

Chair Koktan asked if they could.

Johnson stated they could require it to be lit.

Chair Koktan shared he is generally in favor.

Vice Chair Cunningham shared he is generally in favor but emphasized clear definitions.

Commissioner White supported allowing some replacement for artwork but stressed that this creates a long-term commitment for the property owner to maintain a mural.

Hestbech presented the final question.

Commissioner White stated she is not in favor of the reduction of required landscaping material when an art structure is provided.

Chair Koktan concurred with White.

Vice Chair Cunningham concurred with Koktan and White. He suggested incentivizing artwork by making it a condition of TIF note approvals.

Commissioner Summers concurred with her fellow Commissioners.

Commissioner Isse stated that he agrees with the reductions, but with conditions.

Commissioner Munster concurred with Koktan, Cunningham, and Summers.

Hestbech asked the Commission for further questions or discussion.

There was none.

A study session will be held on September 29, 2025, at the City Council, and the item will be returned to the Planning Commission at the Miscellaneous Issues public hearing on October 23, 2025.

ITEM 2	**CASE:**	#PL2025-109
6:35 p.m.	**APPLICANT:**	City of Bloomington
	REQUEST:	Commercial Vehicles in Residential Districts

STAFF REPORT:

Navarro explained that Bloomington's zoning code limits which commercial vehicles can be parked in residential areas. More recently, the changing size and characteristics of commercial vehicles and trailers have brought more nonconformity and made enforcement difficult. The update aims to modernize standards while supporting small businesses.

She explained that currently Type I vehicles (up to 8 ft high, 22 ft long), Type II (taxis, limos, snowplows within Type I size), and trailers (up to 6 ft high, 8.5 ft long) are allowed, while oversized Type III vehicles are prohibited. Nearby cities vary. Some cities ban commercial vehicles entirely, while others allow one or two with size or location limits.

She shared that community feedback showed support for allowing common work vehicles like vans, pickups, and small trailers if stored neatly, while opposing larger vehicles such as semi-trailers and shipping containers. A City survey available through the Let's Talk Bloomington Page from June 26 to July 31, 2025, and tabling at the Pride event both highlighted the need for a balanced approach that respects neighborhood standards while supporting residents who rely on work vehicles.

She explained that in 2024, Bloomington issued 280 violations for parking or storing commercial vehicles in residential areas, mostly for oversized trailers (141). Other violations involved flatbed trailers (37), dump trucks (25), cargo box trucks (25), and equipment-heavy vehicles like bobcats and forklifts. Less frequent were step vans, food trucks, tow trucks, and semis. Most cases involved vehicles tied to small businesses and tradespeople, underscoring the challenge of balancing resident needs with city code.

She reported that Bloomington's current zoning rules on vehicle sizes no longer match the reality of modern vehicles. Many common work vehicles exceed existing limits, creating frequent violations.

She gave examples, taxis are car-sized (16 ft long, 6 ft high), but many cargo vans now often exceed 8 ft in height. Utility trailers are commonly longer than the 8.5 ft limit. Box trucks and food trucks can reach 26 ft in length and 12 ft in height, while enclosed trailers range from 8–32 ft. Stretch limousines can exceed 30 ft.

She shared that the takeaway is that Bloomington's rules do not align with commonly utilized vehicles, making many technically illegal.

She stated that no action is requested from the Planning Commission yet; staff are seeking direction before drafting an ordinance later this year. She asked for the Commissions feedback on size thresholds, vehicle and trailer quantities, and location/screening requirements.

She asked a series of questions, the first being: What height and length limits do you feel are appropriate for commercial vehicles and trailers in residential areas, given the types of vehicles commonly used today?

Secondly, she asked: How should the ordinance address vehicles equipped with work-related attachments, such as ladder racks, toolboxes, or roof-mounted equipment; and should those attachments count toward vehicle height or length limits?

Thirdly, she asked: How many trailers and work-related vehicles should be allowed per residential property?

Lastly, she asked: Should the ordinance include specific screening or setback requirements for trailers or commercial vehicles, or is regulating the size and number of vehicles sufficient to address visual impact?

QUESTIONS AND DISCUSSION:

Commissioner Munster asked a question about the formal complaints.

Navarro noted that the formal complaints can be from both neighbors and pro-active code enforcement.

Commissioner Linnee asked if the complaints are initial or repeat offenders.

Navarro noted they are not repeated complaints.

Commissioner White asked what the requirements are for RV's and trailers.

Navarro presented the requirements.

Commissioner Isse asked how the current rules are determined.

Johnson clarified that trailers are measured by their full length, including rigging or attachments, not just the flat usable portion. He noted that the 25-foot standard applies to recreational vehicles and trailers, covering the entire apparatus from front to back.

Chair Koktan asked how staff arrived at 25 feet.

Johnson explained he did not know the specifics.

Toskey explained that the RV ordinance mirrors the vehicle and trailer rules. The ordinance also sets parking and setback rules and works in conjunction with vehicle and trailer standards.

Commissioner Isse stated that the trailer size should correlate with driveway size rather than a specific length.

Navarro expressed the residents were concerned about receiving code violations.

Commissioner White shared that the City is called upon to maintain a balance and the vehicles need to be maintained and safe for the community. She expressed that oversized commercial vehicles should not be on residential streets.

Chair Koktan opened the discussion to Commission on vehicle and trailer size thresholds.

Chair Koktan shared he is not in favor of commercial vehicles in residential areas overall, but expressed his support for changes due to the data from residents.

Vice Chair Cunningham shared that he is in favor of oversized trailers and food trucks to support small businesses.

Commissioner Summers expressed her concern for safety when it came to size thresholds.

Commissioner Linnee stated she is in favor, but commercial vehicles should be associated with the person residing at the property.

Navarro presented the first question.

Commissioner Munster supported raising standards but opposed allowing large box trucks. He favored modest increases that fit neighborhood vehicles like vans.

Commissioner Isse expressed his favor for the less restrictive option.

Commissioner White shared that she is in favor of an option between moderate and less restrictive.

Chair Koktan expressed he is apprehensive of box trucks, and he is not in favor of any of the options.

Vice Chair Cunningham shared he is in favor of the moderate option.

Johnson explained that current rules ban certain vehicle types without considering size, creating inconsistency. He said that staff recommend that the City should measure vehicles by height, length, or weight to apply standards uniformly and avoid public frustration when similar-sized vehicles are treated differently.

Commissioner Linnee shared that she is in favor of an option between moderate and less restrictive. She noted that the vehicles should be operable and there should be a vehicle maximum on the property.

Commissioner Isse concurred with Linnee and pointed out the minor differences between the moderate and less restrictive options.

Navarro clarified the less and moderate options.

Johnson noted that the code does require that Type II vehicles must be registered with a resident and that vehicles in general must be operable.

Commissioner White noted that not all commercial vehicles may be registered with the residents and how that presents a challenge and how to define how a vehicle is tied with a resident.

Navarro shared that that was a concern that residents expressed.

Johnson noted some employers require staff to bring work vehicles home, creating conflicts with City rules. He suggested applying the resident-use standard more consistently across all commercial vehicle types to balance business needs, fuel savings, and sustainability.

Commissioner Summers noted oversized trailers make up about half of violations and questioned whether the large jump in size limits, from 8.6 to 22 feet, reflects the wide range between common and much larger trailers.

Navarro noted a staff kickoff meeting with other divisions is where the limits came from, and noted it will help for easier code enforcement.

Commissioner Munster stated that they should look at what is reasonable and not how to lower code violations.

Commissioner Isse expressed his favor for the less restrictive option.

Toskey stated that violations, specifically in reference to oversized trailers, are addressed by fines. He stated that enforcement reduction is typically a good thing when balanced with reasonableness.

Vice Chair Cunningham generally concurred with Isse but disagreed on length maximums.

Commissioner Linnee asked if they indicated the size on code violations and asked if they could request that data.

Navarro asked for the data from Environmental Health and received said data but noted that it did not include measurements. She deferred to Toskey.

Toskey noted that Environmental Health cannot always access private property for measurements.

Navarro presented the second question.

Commissioner Munster asked if there is a standard in code for how vehicle height is measured.

Johnson affirmed Munster.

Toskey clarified that, according to City Code, the height of a motor vehicle is measured vertically from the lowest part of the tires to the highest part of the vehicle.
Commissioner Munster noted that the more restrictive option is synonymous to the current definition in City Code.

Navarro affirmed Munster.

Commissioner White noted that "permanent" is tricky to define. If equipment like ladders is always attached, it should count toward the vehicle's height rather than be ignored.

Commissioner Munster concurred with White and with the caveats White mentioned he would be in favor of the moderate option.

Navarro presented the third question.

Chair Koktan stated he is in favor of none of the options but sought out thoughts from the Commission.

Commissioner Cunningham expressed favor of the more restrictive options.

Chair Koktan asked if you are allowed to park a work truck in front of other people's homes.

Navarro stated that it is not allowed, and that they must park on their property or driveway.

Johnson clarified parking restrictions and conditions.

Commissioner Isse how to regulate 48-hour restriction if owner's are moving their vehicles every 8 hours.

Johnson noted it is an enforcement challenge.

Commissioner Munster asked if there is a length maximum for on-street parking.

Johnson explained that the commercial vehicle standards under review also apply to parking in the public right-of-way. Because residential zoning districts technically extend to the center of the right-of-way, these zoning standards govern both private property and adjacent street parking.

Commissioner Munster asked how Environmental Health carries out code violations if they are unsure who is parked in front of residences.

Johnson responded that most citations are tied clearly to the vehicle owner, and Environmental Health staff usually issue warnings first to gain compliance rather than fines. He added that in most cases, the vehicles in question are parked on private property rather than on the street.

Toskey said enforcement usually happens after staff observe the same vehicles for 40–60 days. Violations often occur when driveways lack space, leading to street parking. Staff confirm ownership through the Department of Public Safety and issue 3–4 notices before fines. Most vehicles remain consistently in front of the home or driveway, making violations clear.

Commissioner Isse asked staff to inquire about other cities' requirements.

Chair Koktan reiterated Isse's question to Navarro.

Navarro noted that she will have the data should there be a public hearing.

Commissioner Summers expressed her favor for the more restrictive option.

Navarro presented the fourth question.

Johnson provided context on Navarro's question, specifically on screening during different seasons.

Commissioner Munster suggested exploring whether screening or placement requirements could vary by vehicle size.

Chair Koktan asked Navarro to explain the context of the slide for screening and setback requirements.

Navarro presented an example for RV setbacks. She explained that the moderate option is the current code requirement.

Johnson noted that screening tall recreational vehicles is difficult and costly, which is why current RV standards only require screening 50% of the visible mass.

Commissioner Isse expressed favor for the less restrictive option.

Commissioner White explained that it is subjective and expressed favor for the more moderate option.

A study session will tentatively be held on September 15, 2025, at the City Council, and the item may return to the Planning Commission and will hold a public hearing on October 9, 2025.

ITEM 3	**CASE:**	#PL2025-88
7:40 p.m.	**APPLICANT:**	City of Bloomington
	REQUEST:	Missing Middle Housing Phase II

STAFF REPORT:

Kastenday presented the staff report on Missing Middle Housing Phase II, which builds on work that began in late 2023 and paused during staff transitions and the 2024–2025 legislative sessions. Phase I was adopted in May 2025, and Phase II now focuses on establishing standards to allow new housing types in Bloomington. The goal is to encourage a broader mix of housing that fits well within low density neighborhoods, expands housing availability and affordability, provides flexibility and choice, supports infill development, increases homeownership opportunities, and enables residents to age in place. The effort aims to create a variety of housing types suitable for people at different stages of life.

He then shared an overview of recently proposed state legislation, which has not passed.

He explained the zoning considerations which consisted of setbacks, density threshold (units per acre), floor area, site area, building height, parking, open space/landscaping/impervious surface.

Kastenday presented guided questions for the Commission's feedback on Missing Middle Housing Phase II:

First, he asked what an appropriate parking standard should be for these housing types, offering several options (A–E) for consideration.

Second, he asked which zoning districts should allow Missing Middle Housing, including whether certain types should be permitted in R-1, offering several options (A–E) for consideration.

Third, he asked if minimum lot sizes in the R-3 and R-4 zoning districts should be reduced.

Finally, he asked whether setbacks should be reduced for these housing types: R-3, R-4, RM-12.

QUESTIONS AND DISCUSSION:

Commissioner Munster asked if triplexes, fourplexes, and multi-plexes could all be treated the same under the 12-units-per-acre standard.

Kastenday explained the triplex was used as the base example but noted it would be possible to treat all these types the same, with density limits determining outcomes.

Johnson said prior direction supported two units in R-1, while three or more require rezoning to R-3 or greater. He noted staff openness to broader allowances if consistent with the Comp Plan.

Commissioner Munster asked why an R-3 lot limited to three units could not allow six if the 12-units-per-acre standard permits it, and questioned differences between R-3, R-4, and RM-12 allowances.

Johnson said establishing specific use types helps support different standards for each if desired, as small multi-plexes are similar to triplexes, but larger ones (ten units or more) have greater impacts.

Commissioner Isse asked about the People over Parking Act and it's effects on front-loaded versus alley-loaded parking.

Kastenday noted that People over Parking would prohibit cities from setting minimum parking requirements, leaving parking decisions to a market-based decision.

Kastenday presented the first question.

Vice Chair Cunningham expressed his favor for a less restrictive option – Option B.

Commissioner Linnee expressed her favor for a less restrictive option – Option B, with the requirement of one spot.

Chair Koktan expressed his favor for a less restrictive option – Option B.

Vice Chair Cunningham suggested that larger projects may benefit from requiring guest or additional parking beyond one space per unit.

Commissioner Isse expressed favor for the least restrictive option – Option A.

Kastenday presented the second question.

Vice Chair Cunningham asked if any feedback tonight would apply to the RS-1 zoning district.

Kastenday explained they are only focusing on R-1.

Commissioner Isse asked for clarification on what was meant by standards that match, referencing Option B as an example.

Kastenday said Option A allows reduced setbacks and taller buildings, while Option B applies R-1 single-family standards to a missing middle type.

Commissioner Isse asked if requiring triplexes or cottage courts to follow R-1 setbacks undermines the purpose of missing middle housing.

Kastenday said views differ on triplexes and asked whether they should match single-family standards or allow more flexibility.

Commissioner Linnee asked if plex units would be individually owned or rentals, supporting both options if owned but recognizing some differences.

Kastenday said plexes and cottage courts could be either owner-occupied or rentals, noting examples of both models and that regulation of ownership type is limited.

Chair Koktan sought verification that attached townhomes are not allowed in R-1.

Kastenday affirmed Koktan.

Johnson said triplexes resemble townhomes, but attached townhouses were not included as a missing middle type, noting more interest in detached townhomes or villas.

Kastenday noted that is not in this proposal – he stated they were open to adding it as a part of the project.

Chair Koktan expressed his favor for Option A. He expressed he was not in favor of Cottage Courts.

Commissioner Isse expressed his favor for Option A. He expressed he is in favor of Cottage Courts.

Vice Chair Cunningham expressed his favor for Option B.

Commissioner Summers generally concurred with Cunningham and questioned whether contractors would frequently push toward Option A if single-family standards under Option B created mismatches, potentially adding extra work.

Kastenday said staff would encourage applicants to meet standards but noted flexibility could be sought through a PUD or rezoning if needed.

Vice Chair Cunningham shared his experience working for a developer and in the industry and explained his caution towards Option A.

Commissioner White expressed her favor for Option B. She expressed her apprehension about Cottage Courts.

Vice Chair Cunningham asked White if she supported allowing all proposed uses in R-1.

Commissioner White was generally supportive of the uses in R-1 but noted concerns about large detached townhomes and redevelopment pressures, while acknowledging the need for more housing and density.

Vice Chair Cunningham shared his concern about Cottage Courts.

Chair Koktan said cottage courts are a good concept but cautioned that placing them in R-1 next to single-family homes could draw strong public opposition. He preferred considering them in R-3 or R-4.

Commissioner Munster expressed his favor for Option C. He explained his apprehension about Cottage Courts.

Commissioner Isse asked his fellow Commissioners what issues Cottage Courts present?

Chair Koktan noted upkeeping and safety concerns and expressed support for multi-family housing for density purposes instead.

Commissioner Munster concurred with Koktan.

Commissioner Summers questioned if single R-1 parcels could be converted to multi-plexes, noting potential neighborhood impacts.

Kastenday stated he can research and bring it back to the next Study Session.

Commissioner Isse asked if Cottage Courts would have to follow the zoning code pertaining to neighborhood characteristics and aesthetics.

Kastenday affirmed Isse, stating they'd have to follow current standards and additional standards like landscaping and lighting requirements.

Commissioner Isse said cottage courts would increase housing and density, and while enforcement issues are possible, he felt the benefit of added housing outweighs the risks.

Chair Koktan explained his interest in detached townhomes as they faced the street.

Vice Chair Cunningham concurred with Koktan. He then explained the difficulty of Cottage Court developments.

Chair Koktan noted Cunninghams points.

Kastenday presented the third and fourth question.

Chair Koktan asked if they have reduced minimum lot requirements in R-3 and R-4, or just R-1.

Kastenday stated they have only reduced R-1.

Johnson affirmed Kastenday.

Chair Koktan expressed his support for the proposed reduction.

Vice Chair Cunningham concurred with Koktan.

Commissioner White concurred with Cunningham and Koktan.

Johnson said the goal is to create more candidates, noting this was a theme of the 2022 zoning reform.

Commissioner Munster asked a question about the proposed standard for R-4.

Kastenday confirmed that a four-plex on a 33,000-square-foot lot meets the 12-units-per-acre threshold in the comp plan or the underlying density cap of the district.

Commissioner Munster asked if they could make it less.

Kastenday said his calculations showed 12 units per acre as the maximum density threshold.

Kastenday asked about proposed setbacks.

Johnson noted the 40-foot multifamily setback pushes buildings toward neighbors, suggesting a future review of setback standards, and added fire prevention prefers buildings closer to the street when a fire lane is not provided in front of the building.

Commissioner Isse expressed support for the setback proposal.

Commissioner White shared that she trusts staff but expressed concerns for impervious surface.

Vice Chair Cunningham added to White's comments, and asked Kastenday about setbacks and impervious surface calculations.

Kastenday said projects must still meet impervious surface limits, 70% in R-3 and 80% in R-4 and RM-12.

Vice Chair Cunningham stated is general favor for the proposed standard.

Chair Koktan expressed support for the setback proposal.

Commissioner Munster was okay with the proposal and asked if setbacks apply only to plexes, not the whole district.

Kastenday clarified that setbacks apply to the entire zoning district, not just specific housing types.

Chair Koktan asked if R-3 was the most recently added district.

Johnson affirmed Koktan.

Chair Koktan noted that R-3 was applied to only one site, and has not yet been developed. Johnson stated R-3 was created in 2015.

Chair Koktan shared he could be in support of the proposal.

Commissioner Isse asked a clarifying question about R-3.

Chair Koktan affirmed Isse.

A study session will be held on September 29, 2025, at the City Council.

ITEM 4 **8:45 p.m.**	**APPLICANT:**	City of Bloomington
	REQUEST:	Annual Review of Rules of Procedure

STAFF REPORT:

Johnson presented the revised Rules of Procedure.

QUESTIONS AND DISCUSSION:

This item will be considered as Consent Business on September 8, 2025, at the City Council.

ACTIONS OF THE COMMISSION:

M/ Cunningham, **S/** Summers: Motion to adopt the Planning Commission rules of Procedure as presented at the August 28, regular meeting, motion carried: 7-0.

ITEM 5 **8:50 p.m.**	**APPLICANT:**	City of Bloomington
	REQUEST:	Consider approval of draft July 24, 2025 Planning Commission meeting synopsis

Chair Koktan requested a motion to approve the 08/07/25 and 08/14/25 Planning Commission meeting synopses.

ACTIONS OF THE COMMISSION:

M/ White, **S/** Linnee: Motion to approve the 08/07/25 Planning Commission meeting synopsis, motion carried: 7-0.

M/ White, **S/** Linnee: Motion to approve the 08/14/25 Planning Commission meeting synopsis, motion carried: 6-0, with Munster abstaining.

ITEM 6 **8:54 p.m.**	**APPLICANT:**	City of Bloomington

REQUEST: Planning Commission Policy and Issues Update

Johnson gave an overview of upcoming meetings and updates. September 4, 2025, Planning Commission meeting is cancelled due to no scheduled items. On September 18, the Commission will hold public hearings on final site and building plans for the City fleet maintenance facility at 1800 West 96th Street and an amendment to the Normandale Lake District Plan, along with a study item on the 2025 Miscellaneous Issues Ordinance. The October 9 meeting will include study items on the Official Height Limits Map and the Annual PMP/CIP Update.

Chair Koktan asked when the Normandale Lakes District was last updated.

Johnson noted the Normandale Lake District Plan was last updated in 2017 in response to the new westbound I-494 access at East Bush Lake Rd and resulting traffic and park impacts.

Meeting adjourned at 8:55 p.m.

Prepared By:	Shonte Brown	**Reviewed By:**	Nick Johnson Dakota Kastenday Emily Hestbech Derly Navarro

Approved By Planning Commission: _____

CITY OF
BLOOMINGTON
MINNESOTA

Planning Commission Item

Originator	Item
Community Development	**6.1 Planning Commission Policy and Issues Update**
Agenda Section Item 6	Date September 18, 2025

Requested Action:

Receive staff updates and identify issues.

Description:

Updates to the Planning Commission from Staff. Planning Commission issue identification.