

MSP Zoning Ordinance – Board of Adjustment

Chair Richard Ginsberg
Commissioner Timothy Baylor
Commissioner Ikram Koliso
Commissioner James Lawrence
Commissioner Randy Schubring

MSP ZONING ORDINANCE BOARD OF ADJUSTMENT MEETING

**Monday, April 15, 2024
12:30 p.m.
Room LT-3048A – Terminal 1
Minneapolis-St. Paul International Airport**

AGENDA

1. Variance Request:

SICK Campus Phase 2

Application for variance from the height limitations of the MSP Zoning Ordinance for construction of the project.

Materials for this meeting are available at the following Webpage:

<https://metroairports.org/other-mac-meetings>

Attending a Board Meeting

Board meetings are held on the secure side of Minneapolis-St. Paul International Airport's Terminal 1. Depending on demand, it generally takes less than four minutes to obtain a security pass to gain access to the board chambers but remember to give yourself time to park and be screened prior to the meeting. Follow these instructions to attend:

- Park in Daily Parking at Terminal 1. Please pull a ticket and bring it with you to have it validated at the meeting to avoid parking fees.
- Present a government-issued photo ID (driver's license) to the personnel at the Information Booth on the Departures Level and they will prepare a security pass for you.
- Use the North security checkpoint to pass through security. You will be asked to show your ID and security pass at that time.

- Once through security, proceed to your left. Go through the airport mall and look for the signs for the Airport Conference Center above the entrance to Concourse F.
- The board meetings take place at the MSP Airport Conference Center on the Mezzanine Level above the Delta Air Lines Sky Club.

Use the stairs or elevator to go up one level.



Metropolitan Airports Commission

TO: MSP Zoning Ordinance Board of Adjustment

FROM: Eric Gilles, Senior Airport Planner (612-725-4694)

SUBJECT: **Variance Request for the SICK Campus Phase 2 in Bloomington, MN**

DATE: April 10, 2024

Background

Attached for your review is a request for a variance submitted by Kimley-Horn and Associates for construction of the SICK Campus Phase 2 development located at 2600 Lindau Lane in the City of Bloomington. The variance request is submitted under provisions of the Minneapolis-St. Paul International Airport (Wold-Chamberlain Field) Zoning Ordinance and seeks relief from the height restrictions imposed in Section IV: Airspace Obstruction Zoning. Specifically, the request is for a variance from Section IV Airspace Obstruction Zoning, paragraph B – Height Restrictions for temporary mobile cranes that will extend/protrude into the airspace surface. The development is for the SICK Product and Competence Center Americas, LLC Technology Campus. This Phase 2 is a continuation of the previous Phase 1, for which a variance was approved by the MSP Zoning Ordinance Board of Adjustment on May 3, 2021.

In sum: the variance request is submitted under provisions of the Minneapolis-St. Paul International Airport (Wold-Chamberlain Field) Zoning Ordinance (MSP Zoning Ordinance) and seeks temporary relief from the height restrictions imposed in Section IV: Airspace Obstruction Zoning.

Facts

As depicted in the attached Variance Application package, the SICK Campus Phase 2 project is proposed to be located north of Lindau Lane, east of 24th Avenue South, south of American Boulevard East, and west of 28th Avenue South in the City of Bloomington. By landmarks, the site sits between the existing Fairfield Inn and Suites and the Cambria Hotel, and across the street from the MAC-owned Runway Protection Zone property for Runway approach 35. The proposed building sits almost exactly on the extended centerline for Runway 17-35. The graphic on the following page shows the location and expands upon the same geographical location as the previously approved Phase 1 project.

The proposal includes the construction of a four-story office building, six-story parking ramp, and two temporary cranes required to erect both structures. The Phase 2 parking structure will vary in height between 65 and 78 feet and the office building will vary between 22 and 70 feet in height. Based on the zoning ordinance height limitations and prohibited uses listed in Section V.B.3, no variance is required for these permanent structures.



The applicant is requesting a variance for two temporary cranes needed for construction. The maximum height proposed for each of them is 104 and 103 feet with maximum crane boom heights of 101 and 100 feet, respectively.

The applicant submitted 15 “Determinations of No Hazard to Air Navigation” (DNH) that were issued by the Federal Aviation Administration (FAA) for five points around the top perimeter of the six-story parking ramp and six points around the top perimeter of the four-story office building. There were also four points submitted for the two temporary construction cranes, of which each temporary crane had a point submitted for both the center of the crane and the most critical point of the potential boom arc swing area.

**** While this Phase 2 application received Determinations of No Hazard for both the permanent structures and temporary crane locations, there is no guarantee that future phases can be approved based on the potential impact to Runway 17-35. ****

Analysis

Literal enforcement of the Zoning Ordinance would not allow the temporary cranes to access the site for the necessary project construction of the four-story office building and six-story parking ramp, of which both remain clear of airspace penetrations and conform to the intended uses of Zone B. The FAA determined slight penetration of temporary cranes to Part 77 (approximately 37 feet); however, FAA has nonetheless determined in their review these penetrations are not hazardous to air navigation provided the proposed developer does not exceed the heights listed in the aeronautical studies. The FAA also asked for appropriate marking and lighting of the temporary cranes, and to coordinate with appropriate air traffic control individuals three days prior to erecting the temporary cranes.

Evaluation

Section IX. C. of the MSP Zoning Ordinance allows the granting of variances, “...where it is found that a literal application or enforcement of the provisions of [the] MSP Zoning Ordinance would result in practical difficulty or unnecessary hardship and relief granted would not be contrary to

the public interest but do substantial justice and be in accordance with the spirit of [the] MSP Zoning Ordinance and Minnesota Statutes Chapter 360. Any variance granted may be granted subject to any reasonable conditions that the Board of Adjustment, or the Commissioner [of the Minnesota Department of Transportation] acting under Section IX.B., may deem necessary to effectuate the purpose of this MSP Zoning Ordinance.”

Considering the FAA Determinations of No Hazard, it is staff’s conclusion that granting the requested variance is allowable and consistent with the variance provisions, Section IX, C. of the MSP Zoning Ordinance because the temporary cranes are necessary for the SICK Campus Phase 2 project and do not adversely impact airport and aircraft operations. Staff recommends that the MSP Zoning Board of Adjustment grant a variance for the proposed use of temporary cranes within Zone B as stated in the attached **Findings, Conclusions and Approval of Variance with Conditions** and to be subject to all conditions therein.

BOARD ACTION REQUESTED

GRANT THE VARIANCE REQUESTED BY KIMLEY-HORN and ASSOCIATES ON BEHALF OF SICK PRODUCT & COMPETENCE CENTER AMERICAS, LLC, FOR THE SICK CAMPUS PHASE 2 CONSTRUCTION IN BLOOMINGTON, MINNESOTA, AND ADOPT THE ATTACHED FINDINGS, CONCLUSIONS AND APPROVAL OF VARIANCE WITH CONDITIONS.

State of Minnesota
County of Hennepin

Zoning Jurisdiction under the MSP
Zoning Ordinance

MSP Zoning Ordinance Board of Adjustment

In the Matter of the Application/Petition for
Variance of Runway 35 Zone B Restrictions for
the SICK Campus Phase 2 Project

Findings, Conclusions and Approval of Variance with Conditions

After considering the request and the evidence presented, the MSP Zoning Ordinance Board of Adjustment makes the following findings and conclusions:

Findings

1. On January 19, 2024, Kimley-Horn and Associates, on behalf of SICK Product and Competence Center Americas, LLC, submitted a request for variance from the strict application of the Minneapolis-St. Paul International Airport (Wold Chamberlain Field) Zoning Ordinance for the construction of the proposed SICK Campus – Phase 2 in Bloomington, MN.
2. The proposed development is located north of Lindau Lane, south of American Boulevard East, east of 24th Avenue South, and west of 28th Avenue South in the City of Bloomington. The SICK Campus Phase 2 building construction will occur on a previously-vacant property where now SICK Campus Phase 1 has since been completed. The proposed development lies within, and is considered an approved use within, MSP Zoning Ordinance Zone B and the Runway 35 Precision Instrument Approach surface.
3. The MSP Zoning Ordinance establishes height restrictions. The maximum height allowed without an Airport Permit above proposed Phase 2 work varies between 80 and 90 feet depending on the site location. The proposed permanent structures are designed to be up to 78 feet and 70 feet for the six-story parking ramp and four-story office building, respectively. The structures as proposed do not exceed the maximum zoning height therefore do not require a zoning variance.

4. FAA Determinations with Findings of No Hazard were received by the applicant for the permanent structures, which are attached in the application (Aeronautical Study Nos. 2023-AGL-19260-OE through 2023-AGL-19270-OE).
5. FAA Determinations with Findings of No Hazard were received by the applicant for the temporary structures, which are attached in the application (Aeronautical Study Nos. 2023-AGL-19260-OE through 2023-AGL-19272-OE, and 2024-AGL-751-OE through 2024-AGL-752-OE).
6. The FAA "Determinations of No Hazard" for the SICK Campus Phase 2 include conditions that the two temporary cranes shall be marked and lighted as outlined in FAA Advisory Circular 70/7460-1M Obstruction Marking and Lighting, flags/red lights-Chapters 3 (Marked), 4, 5 (Red), 14 (Temporary), & 15.
7. The applicant has indicated the temporary cranes are proposed to operate at a height not to exceed 104 and 103 feet with maximum crane boom heights of 101 and 100 feet, respectively. If the cranes need to exceed these heights or location, new aeronautical studies will be required.
8. The FAA determinations for the permanent structure expire on April 4, 2025 unless construction has started, or the determination is extended, revised, or terminated by issuing the issuing FAA office.
9. The FAA determinations for the temporary cranes expire on August 15, 2025 unless construction has started, or the determination is extended, revised, or terminated by issuing the issuing FAA office.

Conclusions

1. The variance request, as clarified, is a complete application for a variance from strict application of the MSP Zoning Ordinance. Any deviation from the description provided would require an additional zoning variance request.
2. The temporary cranes will not adversely affect airport or aircraft operations.
3. A literal application of enforcement of the MSP Zoning Ordinance would result in practical difficulty or unnecessary hardship to the applicant.
4. Granting the requested variance will, if all conditions are followed, have no adverse effect on MSP airport or aircraft activity to and from MSP airport.
5. Granting the requested variance would not be contrary to the public interest and would be in accordance with the spirit of the MSP Zoning Ordinance.

Approval of Variance with Conditions

Based on the Findings and Conclusions, the Board hereby approves a variance for the SICK Campus – Phase 2 project as described in the application, subject to the following conditions:

1. All conditions of approval contained in the FAA Determination of No Hazard to Air Navigation for Temporary Cranes are complied with.
2. The variance for the temporary cranes shall terminate at the completion of project construction, or in the event that the Determination of No Hazard expires or is revoked by the FAA.
3. FAA Determinations with Findings of No Hazard, related to the temporary cranes, shall be marked and lighted as outlined in FAA Advisory Circular 70/7460-1M, Obstruction Marking and Lighting, flags/red lights-Chapters 3 (Marked), 4, 5 (Red), 14 (Temporary), & 15.

Adopted this ____ day of _____, 2024 by:

Ginsberg: _____

Baylor: _____

Koliso: _____

Lawrence: _____

Schubring: _____

Attested to by _____, Secretary

**MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT
(WOLD-CHAMBERLAIN FIELD)
ZONING ORDINANCE**

**BOARD OF ADJUSTMENT
VARIANCE APPLICATION FORM**

Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use his/her property not in accordance with the regulations prescribed by the Minneapolis-St. Paul International Airport (Wold Chamberlain Field) Zoning Ordinance ("MSP Zoning Ordinance") may apply to the MSP Zoning Ordinance Board of Adjustment for a variance from such regulations in accordance with the requirements set forth in the MSP Zoning Ordinance.

Please complete the entire form and provide as much information as possible. Attach separate pages and documents where necessary. The burden is on the variance applicant to provide all information needed by the Board of Adjustment and to persuade the Board that a variance should be granted.

If you have any questions about this form, please contact Jenn Felger, JAZB Secretary for the Wold Chamberlain Field Joint Airport Zoning Board, at 612-726-8189.

APPLICATION INFORMATION

Please provide the following information:

1. Applicant's Identification

NAME SANKEY ELI I.
(LAST) (FIRST) (M.I.)

ADDRESS KIMLEY-HORN AND ASSOCIATES, INC.
767 N. EUSTIS STREET

CITY ST. PAUL STATE MN ZIP 55114

HOME PHONE (612) 426 - 2215

BUSINESS/MOBILE PHONE () -

EMAIL (if available) ELI.SANKEY@KIMLEY-HORN.COM

2. Fee Owner's Identification

NAME MCGINTY DAVE
(LAST) (FIRST) (M.I.)

ADDRESS (if different) SICK PRODUCT & COMPETENCE CENTER AMERICAS, LLC
6900 WEST 110TH STREET

CITY MINNEAPOLIS STATE MN ZIP 55438

DAYTIME PHONE (952) 941 - 6780

SIGNATURE  DATE 01 / 12 / 2024

3. Legal Description of Site (attach survey, if possible)

LOT 3, BLOCK 1, SICK PLAT

LOT 4, BLOCK 1, SICK PLAT

4. Property Identification Number 0102724130024 & 0102724130025

5. Zoning Classification

LINDAU MIXED USE PLANNED DEVELOPMENT - LX

6. Present Use(s)

The existing site is vacant. Demolition of several pre-existing industrial buildings was completed in 2018.

7. Attach site plan, drawn to scale, showing all existing conditions and proposed improvements, if any (including construction start and end dates).

8. Please provide the dates and descriptions of any preliminary and final approvals regarding your property given by the municipality in which your property lies, and attach copies of such approvals.

Development Review Committee: Final Development Plan - August 8th, 2023

Planning Commission - August 31st, 2023

City Council - September 18th, 2023

Airport Zoning Permit - Pending

9. List the provisions and cite to sections of the MSP Zoning Ordinance from which variance is requested.

Section IV Airspace Obstruction Zoning Paragraph B Height Restrictions: temporary cranes

extend or project into the airspace surface.

10. Provide cost estimates for compliance with the Ordinance and describe changes that would be made to the land, structure or construction plan to gain compliance.

There are no practical alternatives to temporary cranes to construct the proposed Parking Structure and Office/Resource Center building.

11. State the age and condition of the portions of the land or structure(s) that currently obstruct airspace, if any.

N/A

12. State the impact on the operation of the land or structure(s) from which an airspace obstruction must be removed to gain compliance with the Ordinance.

N/A

13. On a separate page, please state the reasons why this variance is in accordance with the MSP Zoning Ordinance Section IX (Variances). In doing so, explain why: 1) literal enforcement of the Zoning Ordinance would result in practical difficulty or unnecessary hardship; and 2) a grant of the variance would be consistent with the public interest, do substantial justice and be in accordance with the spirit of the MSP Zoning Ordinance.

14. Please attach any correspondence with the Federal Aviation Administration (FAA) regarding the land or structure(s) and its/their impact on airport operations.

15. Please attach a certified list of the names and addresses of the owners of property located within 100 feet.

MAILING INSTRUCTIONS

For a variance application to be considered it must be mailed to the following:

1. Six copies via certified United States Mail to:

MSP Zoning Ordinance Board of Adjustment
c/o JAZB Secretary Jenn Felger
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

2. Via regular United States Mail to:

The Zoning Administrator of the jurisdiction in which the structure, tree or property is located as designated in Section XI.B. of the MSP Zoning Ordinance.

REQUIRED SUBMITTALS CHECKLIST

- Completed Variance Request Form
- Legal description of the property (with survey, if possible)
- Site plan
- Reasons application is in accordance with variance section of Zoning Ordinance
- Correspondence with FAA (if any)
- List of all property owners (from city) within 100 feet of applicant's property
- Copy of last decision made by your city.

**MSP Zoning Ordinance Board of Adjustment
Variance Application Form (Version 6-13)**

Project: SICK Campus – Phase 2
Bloomington, MN

Property Owner: City of Bloomington

Developer: SICK, Inc

Engineer: Kimley-Horn and Associates, Inc.

Date: January 12, 2024

Variance Application Form Item 13:

- 1) Literal enforcement of the Zoning Ordinance would result in practical difficulty or unnecessary hardship.

There are no practical alternatives to the proposed temporary cranes to constructing the parking ramp & office building. As noted in Aeronautical Study No. 2023-AGL-19271-OE and 2023-AGL-19272-OE, Determination of No Hazard to Air Navigation for Temporary Structure, the temporary crane will require:

- FAA notification 3 days prior to the temporary structure being erected and again when the structure is removed from the site.
- Minneapolis-St Paul Intl/World-Chamberlain notification at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.
- MSP ATCT Manager notification at least 3 days prior to the temporary structure being erected and again when the structure is removed from the site. Provide contact information for the onsite operator in the event that Air Traffic Control require the temporary structure be lowered immediately.
- Marked/lighted in accordance with FAA Advisory Circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, flags/red lights – Chapters 3 (Marked), 4, 5 (Red), 12.

- 2) A grant of a variance with the public interest, do substantial justice, and is in accordance with the spirit of the MSP Zoning Ordinance.

By granting the variance to allow temporary cranes to penetrate the Part 77 Surface, the proposed SICK Campus – Phase 2 building can be built. The development of this site is consistent with the City of Bloomington’s Comprehensive Plan and Zoning Code. These documents have been vetted and are in the interest of the public. The proposed SICK Campus – Phase 2 is in conformance with Section IV, Paragraph B of the MSP Zoning Ordinance.

Supplemental Variance Application Summary

The City of Bloomington adopted the Airport Runway (AR-17) Overlay District that codifies the 2004 MSP Zoning Ordinance. This ordinance creates Safety Zone A (RPZ), Safety Zone B, and Safety Zone C for Runway 17-35, which creates additional zoning requirements for this project site.

The entirety of the SICK Campus – Phase 2 property falls within the Precision Instrument Approach (P.I.A.) Zone and within Safety Zone B. A portion of the adjacent public right-of-way within American Blvd falls within the P.I.A. Zone and Safety Zone A. As result, the maximum construction height transitions from 50' at the northwest corner of the site to 60' in the northeast portion of the site and 70' and 80' in the southern portion of the site. The SICK Campus – Phase 2 includes the development of a 60'-6" Office building located on Lot 4 in the southeast portion of the site and a 70'-6" Parking Structure located on Lot 3 in the Southwest portion of the site. These represent the second and third buildings in a multi-phase development. An Industrial building on the north side of the property, on Lot 1, was completed in 2022. The proposed building finished floor elevations are 809.5 and 809.25, with roof elevations reaching 869.5 for the Office building and 879.75 for the Parking Structure, respectively. Associated mechanical units on the Office building are located 13'-6" above the height of the building at an approximate elevation of 883.0. Light poles on the Parking Structure are located 8'-3" above the height of the structure at an approximate elevation of 888.0 These are below the Precision Instrument Approach Surface of Safety Zone B.

The MSP Zoning Ordinance sets the maximum construction elevation for Lot 3 and 4 at either 890.0 or 900.0, depending on their location within the parcels. An Airport Zoning Permit is required once this threshold is reached. In accordance with City Code Section 19.38.03, the City of Bloomington will require an Airport Zoning Permit for the temporary crane used in constructing the office building and parking structure, which is being sought with this application.

Manitowoc Potain MDT 386A with 113-foot mast will be used for cast in place concrete structure, steel erection, enclosure installation, and rooftop unit hoisting between May 2024 and December 2024 for the Office Building and between June 2024 and February 2025 for the Parking Structure. Cranes will not operate in any public streets. The maximum height of the temporary cranes will be 117 feet from a ground elevation of 810.0, resulting in a maximum boom elevation of 927.0. The temporary crane locations exceed the Part 77 surfaces (Precision Instrument Approach Surface) by approximately 37', which will require MSP Zoning Ordinance Variance from the MAC MSP Zoning Board of Adjustment.

An FAA 7460-1 Airspace Study of the office building, parking structure, and temporary cranes was required based on proximity to MSP International Airport. The Determinations of building points and temporary crane working areas were issued by the Federal Aviation Administration and provided with this application. The permanent building points resulted in a no hazard determination. The temporary crane working area determinations resulted in demarcation requirements. Any penetration into the Part 77 surface, even temporary construction penetrations, will require an MSP Zoning Ordinance Variance from the MAC MSP Zoning Board of Adjustment.

The City will not issue the Airport Zoning Permit until the Federal Aviation Administration (FAA) and the Metropolitan Airports Commission (MAC) approve the SICK Campus – Phase 2 project.

The project has been submitted to the City for Development Application review and was conditionally approved at City Council on September 18th, 2023. Only after this MSP Zoning Ordinance Variance is approved will the City issue the Airport Zoning Permit.

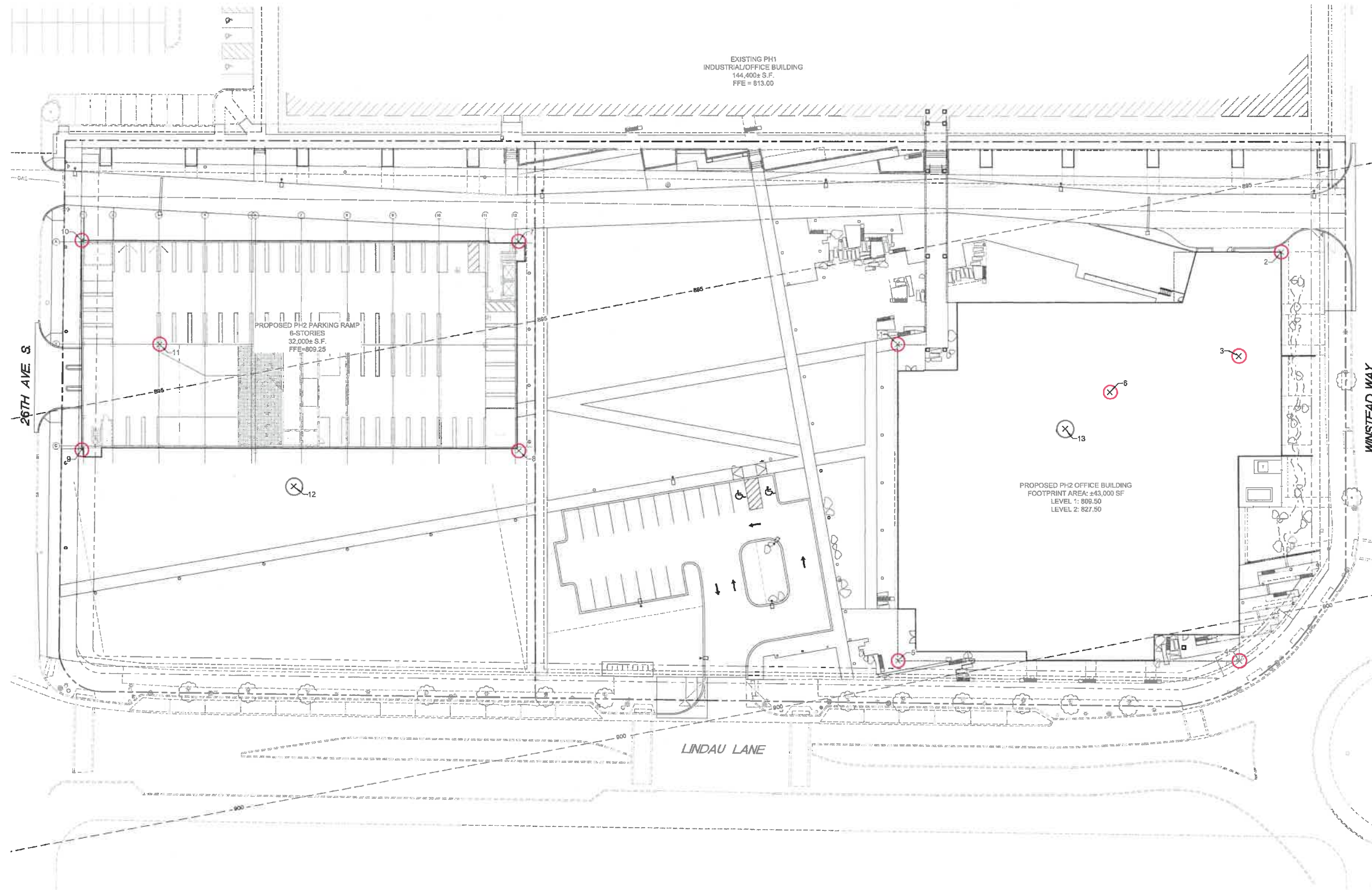
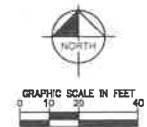
DRAWING ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

- LEGEND
- 890--- MSP PART 77 CONTOURS
 - BUILDING LOCATION
 - CRANE LOCATION

Point Table

STRUCTURE NAME	DESCRIPTION	LATITUDE	LONGITUDE	NORTHING	EASTING	GROUND ELEVATION (M.S.L.)	OBJECT HEIGHT (AGL)	CONSTRUCTION OBJECT ELEVATION (M.S.L.)
1	BUILDING PARAPET	N044° 51' 26.13"	W093° 14' 01.20"	124154.0357	538810.1341	810.00	83	873.00
2	BUILDING PARAPET	N044° 51' 26.60"	W093° 13' 58.12"	124207.7511	539035.7630	812.00	22	834.00
3	BUILDING PARAPET	N044° 51' 23.03"	W093° 13' 58.41"	124140.5829	539010.6714	810.00	83	873.00
4	BUILDING PARAPET	N044° 51' 24.28"	W093° 13' 58.48"	123987.3881	539010.1335	810.00	83	873.00
5	BUILDING PARAPET	N044° 51' 24.29"	W093° 14' 01.21"	123987.3702	538909.5583	810.00	83	873.00
6	ROOFTOP MECHANICAL	N044° 51' 25.85"	W093° 13' 59.53"	124125.5294	538894.8201	810.00	70	880.00
7	BUILDING PARAPET	N044° 51' 25.74"	W093° 14' 04.30"	124215.0434	538587.3038	810.00	88	878.00
8	BUILDING PARAPET	N044° 51' 25.82"	W093° 14' 04.30"	124209.8774	538586.6103	808.00	85	874.00
9	BUILDING PARAPET	N044° 51' 25.54"	W093° 14' 07.91"	124099.6939	538330.7449	810.00	72	882.00
10	BUILDING PARAPET	N044° 51' 26.73"	W093° 14' 07.90"	124215.8618	538331.1384	810.00	64	874.00
11	LIGHT POLE	N044° 51' 26.13"	W093° 14' 07.27"	124154.0356	538378.6543	810.00	78	888.00
12	CRANE LOCATION	N044° 51' 25.32"	W093° 14' 06.18"	124070.8612	538450.1541	809.00	117	926.00
13	CRANE LOCATION	N044° 51' 25.64"	W093° 13' 59.89"	124103.0318	538808.1818	810.00	117	927.00

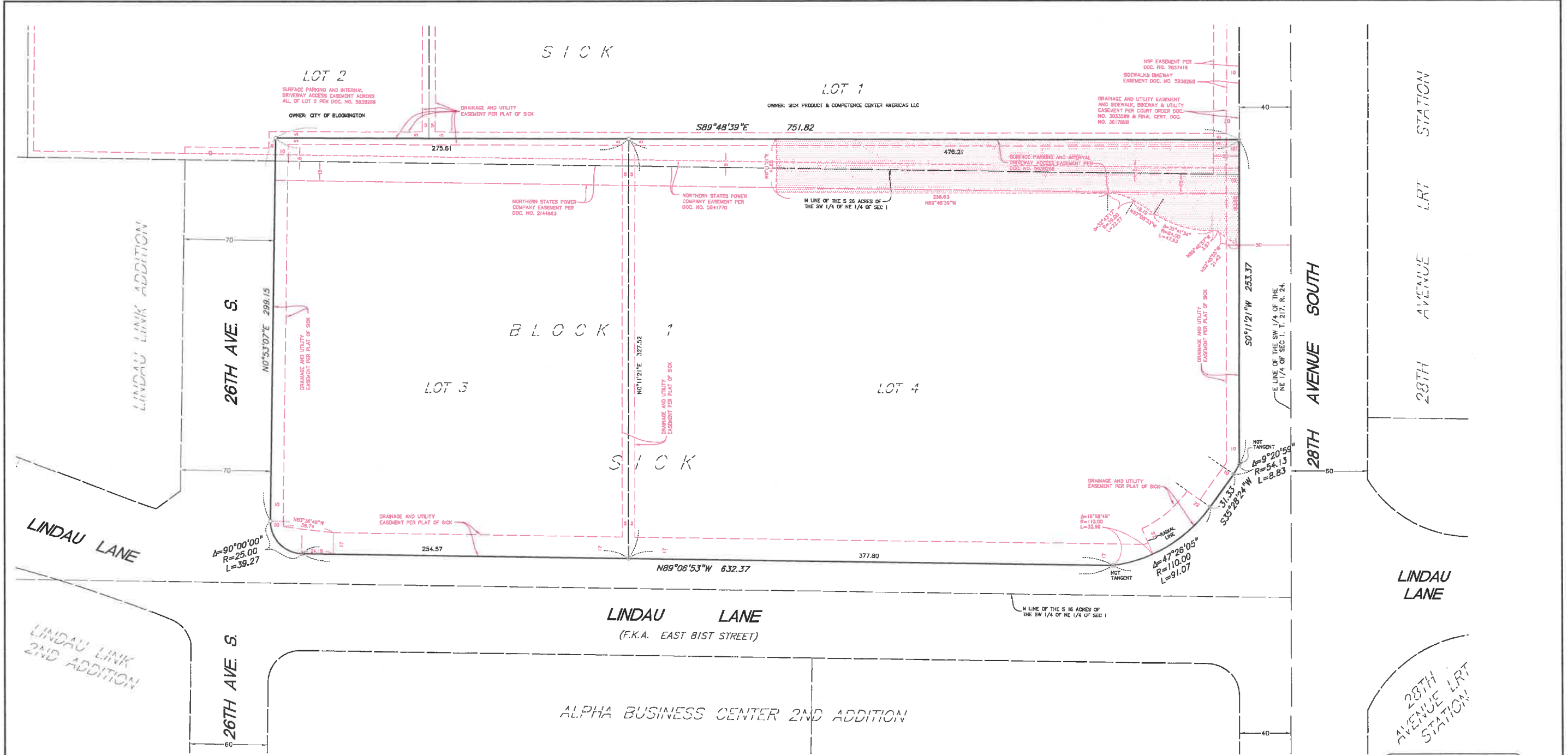


ISSUED FOR PERMIT

phase	C0
date	08.31.2023
checked by	ES
drawn by	CWE
project number	
project name	

SICK
 Minneapolis Campus
 Phase 2
 Office/Resource
 Center

AIRPORT ZONING PLAN



DESCRIPTION OF PROPERTY SURVEYED
(Per Certificate of Title No. 1523510 - Hennepin County, Minnesota)

Lot 3, Block 1, SICK
Subject to utility and drainage easements as shown on the plat;
And
(Per Certificate of Title No. 1523511 - Hennepin County, Minnesota)
Lot 4, Block 1, SICK
Subject to utility and drainage easements as shown on the plat;

PLAT RECORDING INFORMATION

The plat of SICK was filed of record on June 22, 2021, as Document No. 9842540.

TITLE COMMITMENT

This survey was prepared without the benefit of current title work. Easements, appurtenances, and encumbrances may exist in addition to those shown hereon. This survey is subject to revision upon receipt of a current title insurance commitment or attorney's title opinion.

GENERAL NOTES

- 1.) Survey coordinate basis: Hennepin County Coordinate System NAD 83 (1988 Ad);
- 2.) Adjoining ownership information shown hereon was obtained from the Hennepin County Property Tax Information web site.

UTILITY NOTES

- 1.) Utility information from plans and markings was combined with observed evidence of utilities to develop a view of the underground utilities shown hereon. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. In addition, Gopher State One Call locate requests from surveyors may be ignored or result in an incomplete response. Where additional or more detailed information is required, excavation and/or a private utility locate request may be necessary.
- 2.) Other underground utilities of which we are unaware may exist. Verify all utilities critical to construction or design.
- 3.) Some underground utility locations are shown as marked onsite by those utility companies whose locators responded to our Gopher State One Call, ticket number 222241260 and 222241304.
- 4.) Contact GOPHER STATE ONE CALL at 651-454-0002 (800-252-1166) for precise onsite location of utilities prior to any excavation.

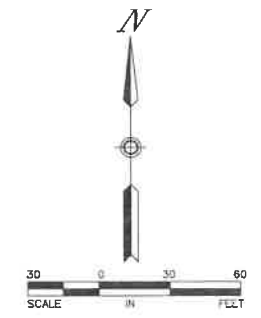
AREAS

Lot 3 = 90,312 Square Feet, or 2.073 Acres
Lot 4 = 154,721 Square Feet, or 3.552 Acres
Total Area = 245,033 Sq. Ft. or 5.625 Acres

Ticket Number: 222241260
As of 8/23/22 9:00 CDT, participating facility owners have responded to Ticket Check as follows:

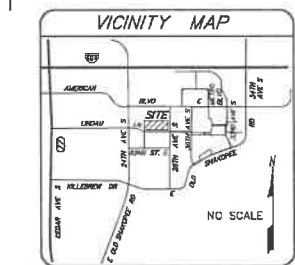
Company Name	Facility Types	Status	Time	Comments
ARVIG	TV,FO,TEL	Clear/No conflict	08/12/22 12:33 PM	
CITY OF BLOOMINGTON UTILITIES	S,W	Marked	08/16/22 2:10 PM	
COMCAST	TV,FO	Not yet responded	08/12/22 10:23 AM	
BLOOMINGTON LIGHT/IRRIGATION		Clear/No conflict	08/14/22 9:04 AM	
CITY OF BLOOMINGTON TRAFFIC		Marked	08/16/22 11:46 AM	
CENTURYLINK	TEL	Not yet responded	08/12/22 10:23 AM	
CONSOLIDATED COMMUNICATIONS I	FO	Not yet responded	08/12/22 10:23 AM	
HENNEPIN COUNTY PUBLIC WORKS	TS	Clear/No conflict	08/12/22 1:57 PM	Verified out of scope. none
METRO TRANSIT - TRASH/POWER	E	Clear/No conflict	08/23/22 6:15 AM	
METRO TRANSIT - SIGNALS	RR	Clear/No conflict	08/16/22 6:46 AM	
MCI - MCI/COLOI	FO	Clear/No conflict	08/12/22 10:32 AM	SCL
METROPOLITAN AIRPORTS COMM	E,W,S,FO	Clear/No conflict	08/12/22 12:39 PM	
CENTER POINT ENERGY	G	Clear/No conflict	08/16/22 9:08 AM	marked 3 pr 3 sec xl, no epe
SPRINT/LONG DISTANCE	FO	Clear/No conflict	08/12/22 10:24 AM	
VERIZON WIRELESS	FO	Clear/No conflict	08/12/22 10:34 AM	SCL
LEVEL 3 IS NOW CENTURYLINK	FO	Not yet responded	08/12/22 10:23 AM	
XCEL ENERGY		Marked	08/16/22 9:05 AM	
ZAYO BANDWIDTH	FO	Clear/No conflict	08/12/22 10:25 AM	SCL

The following is the guide to the facility codes:
E - Electric FO - Fiber Optic G - Gas 0 - Other S - Sewer SD - Storm Drain SL - Street Lighting SS - Storm Sewer
STM - Steam Tel - Telephone TS - Traffic Signal TV - Television W - Water



LEGEND

- Denotes iron monument set marked with P.L.S. No. 44900
- Denotes set 1.17 inch diameter copper magnetized marker with disc cap affixed stamped LS-44800

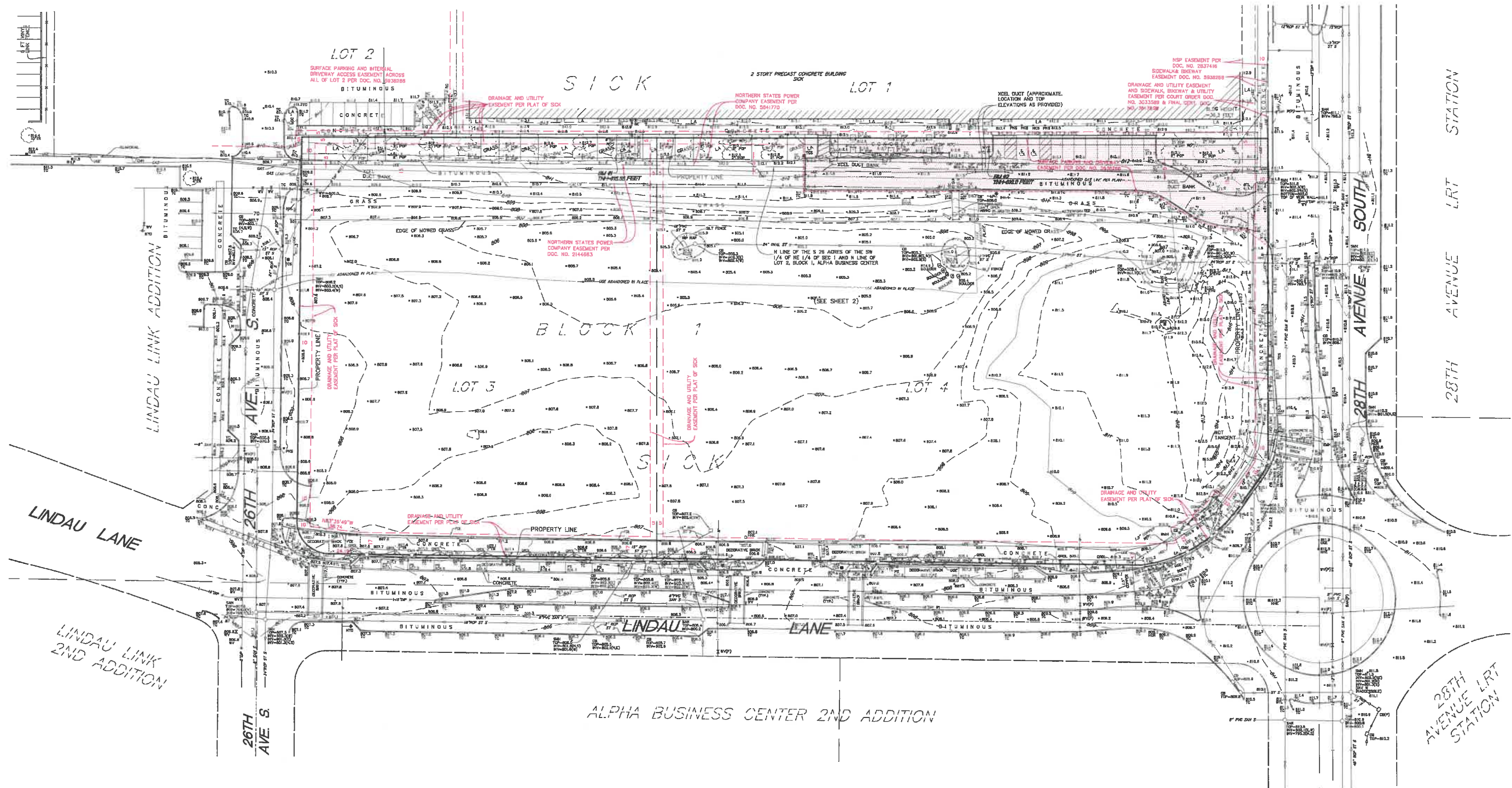


I hereby certify that this survey, plan, or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

Dated this 31st day of August, 2022
SUNDE LAND SURVEYING, LLC
By: *Ailee J. Carlson*
Ailee J. Carlson, L.L.C. Minn. Lic. No. 44900
SEE SHEET 2 FOR TOPOGRAPHY AND DETAILS

SUNDE LAND SURVEYING
www.sunde.com
Main Office: 8001 East Broadway Street (200') S. Suite 118
Bloomington, Minnesota 55425-3433
652-881-2455 (Fax: 652-588-9288)

Project: 2019-014-0
Drawing: 22-01-01
Title: BOUNDARY, TOPOGRAPHIC, LOCATION AND UTILITY SURVEY FOR: SICK, Inc.
Date: 08/14/2022
Sheet: 1 of 2

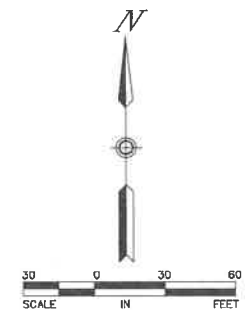


BENCHMARKS (BM)
(NGVD 29)

1. Top of top nut of first fire hydrant east of the southwest corner of SICK building, 25% feet south of building. Elevation = 815.55 feet
2. Top of top nut of first fire hydrant west of 28th Ave. S, 25% feet south of SICK building. Elevation = 816.11 feet
3. Top of top nut of fire hydrant 50% feet north of the northwest corner of the SICK building. (Not shown on survey) Elevation = 813.54 feet

LEGEND

BE	Denotes building entrance	RC	Denotes ribbon curb
BM	Denotes benchmark	RCP	Denotes reinforced concrete pipe
BTC	Denotes top of bituminous curb	RD	Denotes roof drain
BTL	Denotes beaver tail curb	SAN	Denotes sanitary manhole
CB	Denotes catch basin	SAN S	Denotes sanitary sewer
CBOX	Denotes control box	SMH	Denotes storm manhole
CSK	Denotes communication box	ST S	Denotes storm sewer
CMH	Denotes communication manhole	STC	Denotes top of surmountable curb
CS	Denotes curb stop	STCO	Denotes storm cleanout
DIP	Denotes ductile iron pipe	TAD	Denotes truncated cone plate
EB	Denotes electric box	TC	Denotes top of concrete curb
EMH	Denotes electric manhole	TCS	Denotes traffic control sign
EO	Denotes electric outlet	TNH	Denotes top of top nut of fire hydrant
EVG	Denotes electric valve	TR	Denotes deciduous tree
FOL	Denotes fiber optic line	TRANS	Denotes transformer box
G	Denotes gutter	UGCC	Denotes underground communication line
GRDL	Denotes ground light	UGEL	Denotes underground electric line
HCR	Denotes disabled ramp	W	Denotes water line
HCS	Denotes disabled sign	WMH	Denotes water manhole
HJPE	Denotes High-density polyethylene pipe	WV	Denotes water valve
HHC	Denotes communication handhole		
HHE	Denotes electric handhole		
HYD	Denotes fire hydrant		
INV	Denotes structure invert		
LA	Denotes landscaped area		
LP	Denotes light pole		
LOC	Denotes Locust tree		
INV	Denotes structure invert		
LP	Denotes light pole		
(P)	Denotes per plan/not field verified		
PKS	Denotes parking sign		
PVC	Denotes polyvinyl chloride pipe		
POP	Denotes Poplar tree		
PS	Denotes parking stripe		



Dated this 31st day of August, 2022
 Certified by: *Ailee J. Carlson*
 Ailee J. Carlson, P.L.S. Minn. Lic. No. 44900

SEE SHEET I FOR BOUNDARY AND EASEMENT DETAIL

Drawing Title:
BOUNDARY, TOPOGRAPHIC, LOCATION AND UTILITY SURVEY FOR:
SICK, Inc.

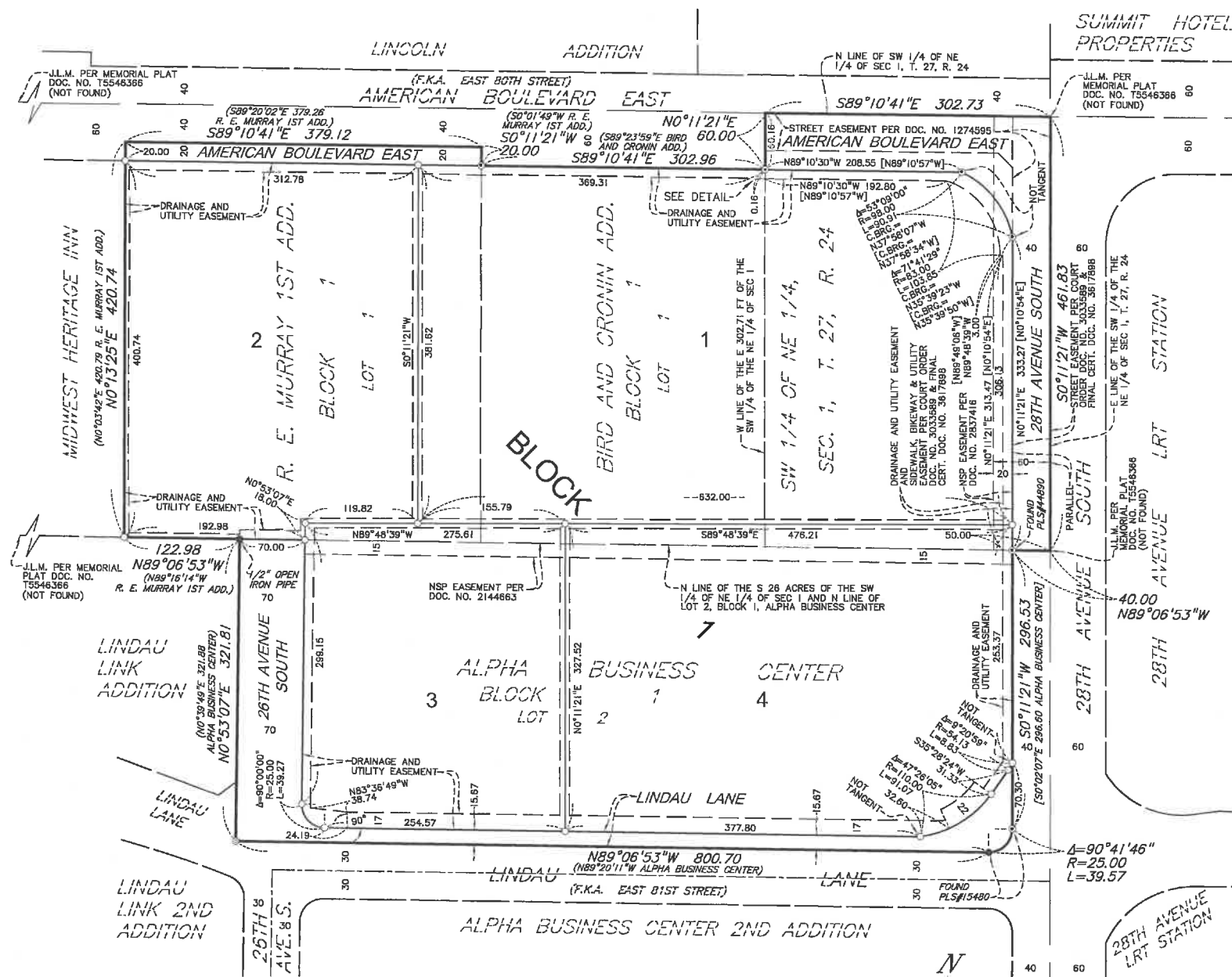
SUNDE LAND SURVEYING
 www.sunde.com

Main Office:
 9001 East Hennepin Freeway (39W) • Suite 118
 Bloomington, Minnesota 55420-3433
 952-881-2453 (Fax: 952-888-9525)

Project: 2019-014-B Blk/Pg: 1258/15 Date: 08/31/2022
 Townships: 27 Range: 24 Section: 01
 File: 201901401-01.dwg Sheet: 2 of 2

SICK

R.T. DOC. NO. _____



Has caused the same to be surveyed and platted as SICK and does hereby dedicate to the public for public use the public ways and the drainage and utility easements as created by this plat.

In witness whereof said City of Bloomington, a Minnesota municipal corporation, has caused these presents to be signed by its proper officers this _____ day of _____ 202__.

SIGNED: City of Bloomington, a Minnesota municipal corporation
 Mayor _____ City Manager _____

STATE OF _____
 COUNTY OF _____
 This instrument was acknowledged before me this _____ day of _____, 202__, by _____ its Mayor, and by _____ its City Manager of City of Bloomington, a Minnesota municipal corporation, on behalf of said corporation.

Signature _____
 Print Notary's name _____
 Notary Public, _____ County, _____
 My Commission Expires _____

I, Arlee J. Carlson, do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been or will be correctly set within one year; that all water boundaries and wet lands as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 202__.
 Arlee J. Carlson, Land Surveyor
 Minnesota License No. 44900

STATE OF MINNESOTA
 COUNTY OF _____
 This instrument was acknowledged before me this _____ day of _____, 202__, by Arlee J. Carlson.
 Signature _____
 Print Notary's name _____
 Notary Public, _____ County, _____
 My Commission Expires _____

BLOOMINGTON, MINNESOTA
 This plat of SICK was approved and accepted by the City Council of the City of Bloomington, Minnesota, at a regular meeting thereof held this _____ day of _____, 202__, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

CITY COUNCIL, CITY OF BLOOMINGTON, MINNESOTA
 By _____ Mayor By _____ City Manager

RESIDENT AND REAL ESTATE SERVICES, Hennepin County, Minnesota
 I hereby certify that taxes payable in 20____ and prior years have been paid for land described on this plat, dated this _____ day of _____, 202__.

Mark V. Chapin, County Auditor By _____ Deputy

SURVEY DIVISION, Hennepin County, Minnesota
 Pursuant to Minnesota Statutes, Sec. 383B.565 (1969), this plat has been approved this _____ day of _____, 20____.

Chris F. Mavis, County Surveyor By _____

REGISTRAR OF TITLES, Hennepin County, Minnesota
 I hereby certify that the within plat of SICK was filed in this office this _____ day of _____, 20____ at _____ o'clock ____M.

Martin McCormick, Registrar of Titles BY: _____ Deputy

Drainage and utility easements are shown thus:

LEGEND

- Denotes found iron monument
- Denotes iron monument set marked with P.L.S. No. 44900
- ⊙ Denotes mag nail set with disc marked with license no. 44900
- ⊙ Denotes 1.17 inch diameter copper magnetized marker with disc cap affixed stamped LS-44900 set, unless otherwise noted

Being five feet in width and adjoining side lot lines and being 10 feet in width and adjoining public ways, unless otherwise indicated on this plat.

SCALE
 0 80 160
 IN FEET

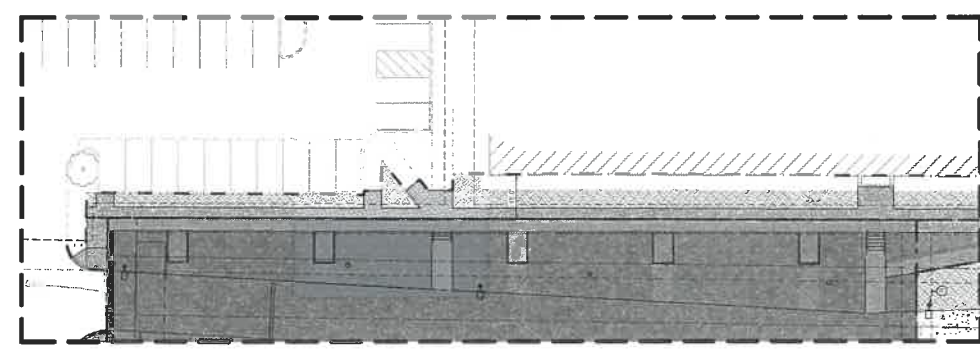
The south line of Lot 1, Block 2, ALPHA BUSINESS PARK, is assumed to have a bearing of N89°06'53"W.
 Bracketed bearings are per record document.

KNOW ALL MEN BY THESE PRESENTS: That City of Bloomington, a Minnesota municipal corporation, owner of the following described property situated in the County of Hennepin, State of Minnesota, to wit:

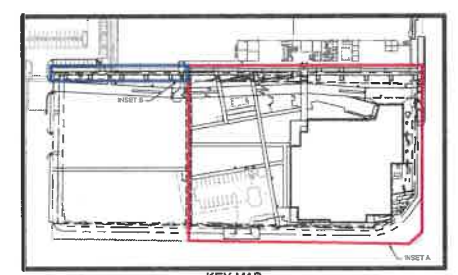
Lot 2, Block 1, Alpha Business Center
 And
 Lot 1, Block 1, R. E. Murray 1st Addition
 The North and South lines of the above described tract have been judicially determined and have been marked by Judicial Landmarks pursuant to Torrens Case, No. 3819;
 And
 Lot 1, Block 1, Bird And Cronin Addition,
 The boundaries of the above described plat have been judicially determined pursuant to order entered herein;
 And
 The East 302.71 feet of the following described tract: All of the Southwest 1/4 of the Northeast 1/4 of Section 1, Township 27, Range 24 West of the 4th P. M. except the South 26 acres thereof.
 The boundaries of the above described tract have been judicially determined and the corners marked by judicial monuments pursuant to order entered herein;

PRELIMINARY
 Date: 10/26/2020





INSET B



KEY MAP
 NOT TO SCALE

LEGEND

- PROPERTY LINE
- PROPOSED FENCE, SEE LANDSCAPE PLANS
- SETBACK LINE
- PROPOSED CURB AND GUTTER
- RETAINING WALL, DESIGN BY OTHERS
- PROPOSED STANDARD DUTY ASPHALT PAVEMENT
- PROPOSED HC CONCRETE PAVEMENT
- PROPOSED SPECIALTY CONCRETE PAVEMENT, SEE LANDSCAPE PLANS
- ORGANIC MULCH, SEE LANDSCAPE PLANS
- CUSTOM NATIVE SEED MIX, SEE LANDSCAPE PLANS
- PROPOSED LANDSCAPED AREA, SEE LANDSCAPE PLANS
- PROPOSED UNIT PAVEMENT, SEE LANDSCAPE PLANS
- PROPOSED DECOMPOSITIVE GRAVEL, SEE LANDSCAPE PLANS
- REPLACE HARDSCAPE AS NEEDED FOR UTILITY CONSTRUCTION, MATCH EXISTING PAVEMENT SECTIONS PER CITY OF BLOOMINGTON AND SOUTH DAKOTA STANDARDS
- PROPOSED LANDSCAPE AREA, SEE LANDSCAPE PLANS
- LIGHT POLE LOCATIONS, SEE LIGHTING PLAN
- GEOTHERMAL WELL LOCATION
- BENCH LOCATIONS, SEE LANDSCAPE PLAN

PHASE 2 PARKING

TOTAL REQUIRED PH 2 PARKING	542 STALLS
OFFICE PARKING	489 STALLS (11 288 SF OFFICE)
CONVENTION CENTER PARKING	100 STALLS @ 1 STALL / 3 OCCUPANTS
10% TRANSIT REDUCTION	86 (588'10%)
REPLACEMENT SPACES FOR REDUCTION TO PHASE 1 PARKING	12 STALLS
PROPOSED PARKING	353 STALLS (555 STALLS @ RAMP 20 STALLS @ SURFACE LOT)

PROPERTY SUMMARY

SICK CAMPUS	
TOTAL LOT 1 PROPERTY AREA	5.46 AC
TOTAL LOT 2 PROPERTY AREA	2.20 AC
TOTAL LOT 3 PROPERTY AREA	2.07 AC
TOTAL LOT 4 PROPERTY AREA	3.26 AC
TOTAL PROPERTY	13.01 AC
PROPOSED IMPERVIOUS AREA	3.34 AC
PROPOSED PERVIOUS AREA	0.9 AC
TOTAL DISTURBED AREA	4.74 AC

ZONING SUMMARY

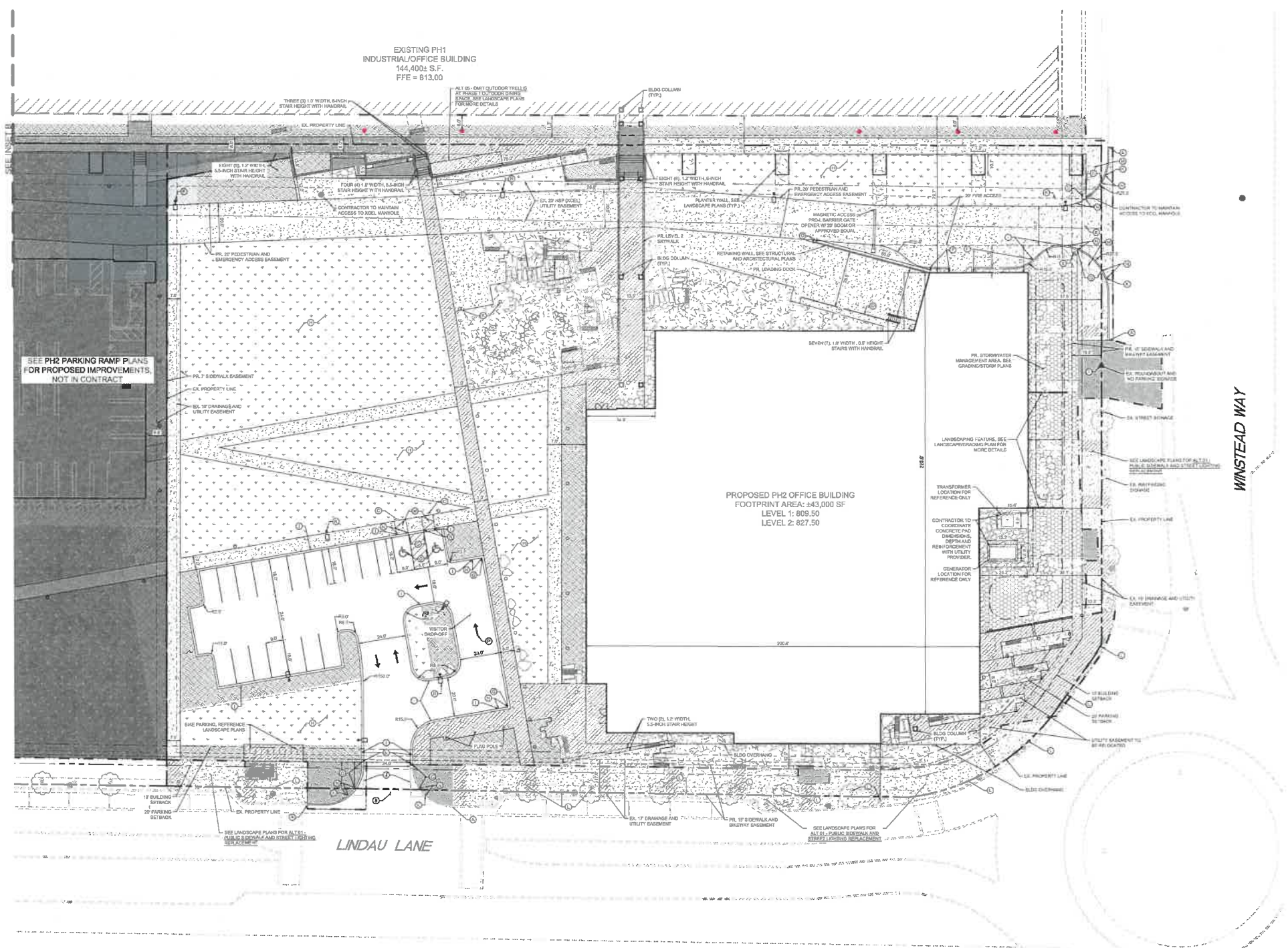
EXISTING ZONING	LINDAU MIXED USE (LX)
PROPOSED ZONING	LINDAU MIXED USE (LX)
PARKING SETBACKS	SIDE/REAR = 5' ROAD = 20'
BUILDING SETBACKS	FRONT = 10' SIDE = 17' REAR = 10'

BUILDING DATA SUMMARY

AREAS	
OVERALL PROPERTY AREA	13.01 AC
BUILDING AREA	347,000 SF

ISSUING ISSUES / REVISIONS

NO.	DATE	DESCRIPTION
1	08/20/23	ISSUE FOR PERMITS
2	11/08/23	ISSUE FOR PERMITS
3	11/08/23	ISSUE FOR PERMITS
4	11/08/23	ISSUE FOR PERMITS



INSET A

- SITE PLAN NOTES**
- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND D.S.H.A. STANDARDS.
 - CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF UTILITIES, SLOPE FRAMES, EROSION CONTROL, TREE PROTECTION, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
 - ALL WHEN CURBED RAMP ARE TO BE 2' AND OUTER CURBED RAMP ARE TO BE 10' UNLESS OTHERWISE NOTED. STRIPES SHALL BE 18" W.
 - ALL DIMENSIONS AND RAMP ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
 - EXISTING STRUCTURES WITH CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COSTS SHALL BE INCLUDED IN BIDDING.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, SLOPE, OTHERS NOTED ON PLANS INCLUDING BUT NOT LIMITED TO ALL UTILITIES, SLOPE CHANGES, SIGNALS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH MINNESOTA AUTOMATED RECORDINGS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH ALL COSTS SHALL BE INCLUDED IN BIDDING.
 - SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY GARDNER LAND SURVEYING ON AUGUST 31ST, 2022. KIMLEY-HORN ASSUMES NO LIABILITY FOR ANY ERRORS, INACCURACIES, OR OMISSIONS CONTAINED THEREIN.
 - PILOTON ENHANCEMENT SIGN SHALL BE CONSTRUCTED BY OTHERS. SIGN ARE SHOWN FOR GRAPHICAL INFORMATION. CONTRACTOR TO VERIFY SIGN LOCATION AND ANY REQUIRED PERMITS NECESSARY FOR THE CONSTRUCTION OF THE PILOTON ENHANCEMENT SIGN.
 - CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR SITE LIGHTING AND ELECTRICAL PLAN.
 - NO PROPOSED LANDSCAPING SUCH AS TREES OR SHRUBS, AREAS AND UNDERGROUND STRUCTURES, OR OTHER OBSTRUCTIONS SHALL BE LOCATED WITHIN ANY PROPOSED UTILITY EASEMENTS AND RIGHTS OF WAY UNLESS SPECIFICALLY NOTED ON PLANS. ENCLOSURE.
 - REFERENCE ARCHITECTURAL PLANS FOR DAMPER ENCLOSURE DETAILS.
 - REFER TO FINAL PLAT OR ALTA SURVEY FOR EXACT LOT AND PROPERTY BOUNDARY DIMENSIONS.
 - ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
 - ALL DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT.
 - ALL PARKING STALLS TO BE 17' IN WIDTH AND 10' IN LENGTH UNLESS OTHERWISE INDICATED.
 - SEVERAL CIRCLES WILL BE CONSIDERED ONLY FOR A LIMITED DURATION. ALTERNATIVE ACCESS/EXIT WILL BE REQUIRED, AS APPROVED BY CITY ENGINEER.
 - CONTRACTOR TO MAINTAIN EMERGENCY VEHICLE ACCESS AND CIRCULATION THROUGHOUT CONSTRUCTION PERIODS.
 - 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.
 - CONSTRUCTION RELATED DAMAGE TO EXISTING HARDSCAPE, NOT SPECIFIED IN THE PLANS, ALONG WINSTEAD WAY AND LINDAU LANE WILL BE REPAIRED TO CITY OF BLOOMINGTON SPECIFICATIONS AND THE RESPONSIBILITY OF THE CONTRACTOR. CONTRIBUTION TO MATCH EXISTING MATERIALS AND COLOR.

- KEYNOTE LEGEND**
- 1. MATCH EXISTING EASES OF PAVEMENT CURB & GUTTER
 - 2. COMMERCIAL DRIVEWAY APPROX PER CITY OF BLOOMINGTON DETAIL
 - 3. ACCESSIBLE PARKING SIGN PER STATE OF MINNESOTA ADA GUIDELINES
 - 4. ACCESSIBLE PARKING STALL AND ACCESSIBLE PER STATE OF MINNESOTA ADA GUIDELINES
 - 5. AREA STRIPPED WITH 4" STALS @ 40' X 2' O.C.
 - 6. 8" CURB & GUTTER (TYP.)
 - 7. FLUSH CURB AND GUTTER
 - 8. LANDSCAPE AREA - SEE LANDSCAPE PLANS
 - 9. SUPERIMPOSED CURB AND GUTTER
 - 10. CLEAR VIEW TRIANGLE 15' FROM PROPERTY LINE AND DRIVEWAY APPROACHES
 - 11. BORN CURB & GUTTER
 - 12. EXISTING STREET LIGHTING
 - 13. PEDESTRIAN CURB RAMP
 - 14. TRANSITION FROM FLUSH CURB TO SURMOUNTABLE
 - 15. 3" STEEL BOLLARD
 - 16. PAVEMENT MARKINGS IN ACCORDANCE WITH MUTCD (TYP.)
 - 17. RETAINING WALL WITH 4" HIGH DECORATIVE FENCE (DESIGN BY OTHERS)
 - 18. SITE LIGHTING - SEE LIGHTING PLANS
 - 19. "AUTHORIZED VEHICLES ONLY" SIGN (55-11)
 - 20. REINSTALL STREET LIGHT PER CITY OF BLOOMINGTON STANDARDS

811
 Know what's below.
 Call before you dig.

GRAPHIC SCALE IN FEET
 0 10 20 30 40

NORTH

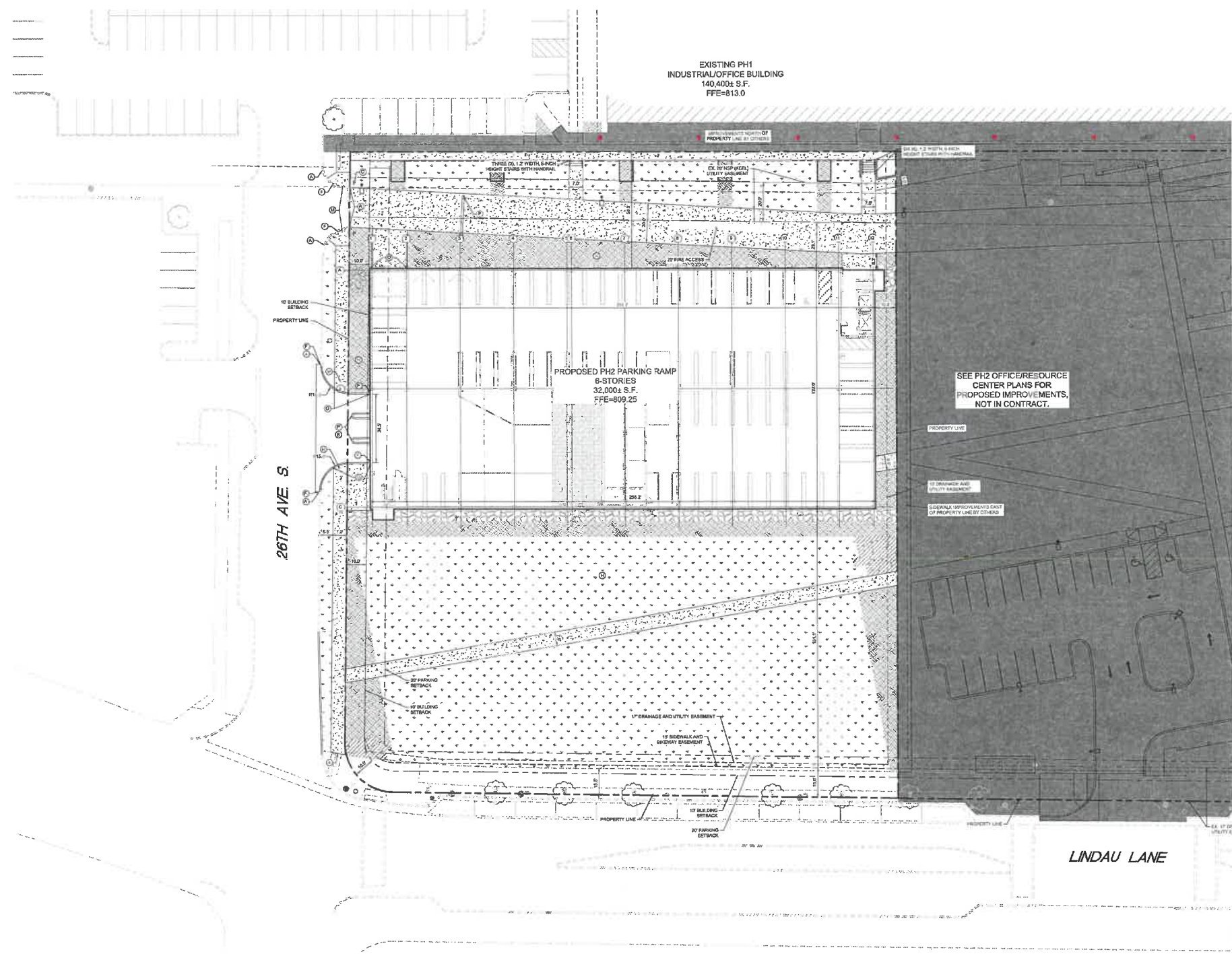
DATE: 07/20/23
 SHEET NO: 0848

NOT FOR CONSTRUCTION
 30% CD SET

30% CD PROGRESS SET
 date: 11/17/2023
 checked by: ES
 drawn by: CWE
 project number:
 project name:

SICK
 Minneapolis Campus
 Phase 2
 Office/Resource
 Center

SITE PLAN



LEGEND

- PROPERTY LINE
- PROPOSED FENCE, SEE LANDSCAPE PLANS
- SETBACK LINE
- PROPOSED CURB AND GUTTER
- PROPOSED ASPHALT PAVEMENT
- PROPOSED SIGNALS PAVEMENT
- PROPOSED 10 CONCRETE PAVEMENT
- CUSTOM NATIVE SEED MIX, SEE LANDSCAPE PLANS
- PROPOSED LANDSCAPED AREA, SEE LANDSCAPE PLANS
- PROPOSED CONCRETE - SPECIALTY FINISH, SEE LANDSCAPE PLANS
- PROPOSED DECORATIVE GRANITE, SEE LANDSCAPE PLANS
- PROPOSED LANDSCAPE AREA, SEE LANDSCAPE PLAN
- LIGHT POLE LOCATION, SEE LIGHTING PLAN
- GEOTHERMAL WELL LOCATION
- BENCH LOCATIONS, SEE LANDSCAPE PLAN

PHASE 2 PARKING

TOTAL REQUIRED PH 2 PARKING	555 STALLS (489+105+12+9)
OFFICE PARKING	489 STALLS (17,285 SF OFFICE)
CONVENTION CENTER PARKING	100 STALLS @ 1 STALL / 3 OCCUPANTS
10% TRANSIT REDUCTION	59 (58P+17G)
REPLACEMENT SPACES FOR REDUCTION TO PHASE 1 PARKING	12 STALLS
PROPOSED PARKING	576 STALLS (555 STALLS @ RAMP 21 STALLS @ SURFACE LOT)

PROPERTY SUMMARY

SICK CAMPUS	
TOTAL LOT 1 PROPERTY AREA	5.46 AC
TOTAL LOT 2 PROPERTY AREA	2.83 AC
TOTAL LOT 3 PROPERTY AREA	2.07 AC
TOTAL LOT 4 PROPERTY AREA	3.55 AC
TOTAL PROPERTY	13.91 AC
PROPOSED IMPERVIOUS AREA	1.57 AC
PROPOSED PERVIOUS AREA	6.50 AC
TOTAL DISTURBED AREA	2.08 AC

ZONING SUMMARY

EXISTING ZONING	LINDAU MIXED USE (LX)
PROPOSED ZONING	LINDAU MIXED USE (LX)
PARKING SETBACKS	SIDE REAR = 5' ROAD = 10'
BUILDING SETBACKS	FRONT = 10' SIDE = 10' REAR = 10'

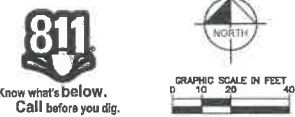
BUILDING DATA SUMMARY

AREAS	
OVERALL PROPERTY AREA	13.91 AC
BUILDING AREA	±32,000 SF

- SITE PLAN NOTES**
- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND ALL LOCAL ORDINANCES.
 - CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF STRUCTURES, SIGNAGE, SIGNPOSTS, SIGN FOUNDATIONS, TRUCK TRUCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
 - ALL INNER CURBED RADIUS TO BE 24' AND OUTER CURBED RADIUS TO BE 40' UNLESS OTHERWISE NOTED. STRIPPED RADII ARE TO BE 0'.
 - ALL DIMENSIONS AND RADII ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
 - EXISTING STRUCTURES WITH CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BIDDING.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, UNLESS OTHERWISE NOTED ON PLANS AND INCLUDE, BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE ACCORDANCE WITH GOVERNMENT AGENCY REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY BUREAU. ALL COST SHALL BE INCLUDED IN BIDDING.
 - SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY SIKS LAND SURVEYING ON AUGUST 21ST, 2022. KIMLEY-HORN ASSUMES NO LIABILITY FOR ANY ERRORS, INACCURACIES, OR OMISSIONS CONTAINED THEREIN.
 - PYLON MONUMENT SIGNS SHALL BE CONSTRUCTED BY OTHERS. SIGNS ARE SHOWN FOR GUIDANCE & INFORMATIONAL PURPOSES ONLY. CONTRACTOR TO VERIFY SIZE, LOCATION AND ANY REQUIRED PERMITS NECESSARY FOR THE CONSTRUCTION OF THE Pylon MONUMENT SIGN.
 - CONTRACTOR SHALL REFERENCE ARCHITECTURAL PLANS FOR SITE LIGHTING AND ELECTRICAL PLAN.
 - NO PROPOSED LANDSCAPING SUCH AS TREES OR SHRUBS ABOVE AND UNDERGROUND UTILITIES OR OTHER OBSTRUCTIONS SHALL BE LOCATED WITHIN EXISTING OR PROPOSED UTILITY EASEMENTS AND RIGHTS OF WAY UNLESS SPECIFICALLY NOTED ON PLANS OTHERWISE.
 - REFERENCE ARCHITECTURAL PLANS FOR CLASPETER ENCLOSURE DETAILS.
 - REFER TO FINAL PLAT OR ALTA SURVEY FOR EXACT LOT AND PROPERTY BOUNDARY DIMENSIONS.
 - ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
 - ALL DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT.
 - ALL PARKING STALLS TO BE 9' IN WIDTH AND 18' IN LENGTH UNLESS OTHERWISE INDICATED.
 - SIDEWALK CLOSURES WILL BE CONSIDERED ONLY FOR A LIMITED DURATION. ALTERNATIVE ACCESSIBILITY WILL BE REQUIRED AS APPROVED BY CITY ENGINEER.
 - CONTRACTOR TO MAINTAIN EMERGENCY VEHICLE ACCESS AND CIRCULATION THROUGHOUT CONSTRUCTION PROCESS.
 - ALL CONSTRUCTION AND POST CONSTRUCTION PARKING AND STORAGE OF EQUIPMENT AND MATERIALS MUST BE OUTSIDE OF PUBLIC STREETS FOR PERMITS IN CONSTRUCTION PARKING, LOADING/UNLOADING, AND STORAGE WILL NOT BE ALLOWED.
 - CONSTRUCTION RELATED DAMAGE TO EXISTING HARDSCAPE, NOT SPECIFIED IN THE PLANS, ALONG WHISTLER WAY AND LINDAU LANE WILL BE REPAIRED TO CITY OF BLOOMINGTON SPECIFICATIONS AT THE EXPENSE OF THE CONTRACTOR. CONTRACTOR TO MATCH EXISTING MATERIALS AND COLORS.

KEYNOTE LEGEND

(A)	MATCH POSTING EDGE OF PAVEMENT CURB & GUTTER
(B)	COMMERCIAL DRIVEWAY APPROX PER CITY OF BLOOMINGTON DETAIL
(C)	NOT USED
(D)	NOT USED
(E)	3P STEEL BOLLARD
(F)	12" CURB & GUTTER (TYP.)
(G)	FLUSH CURB AND GUTTER
(H)	LANDSCAPE AREA - SEE LANDSCAPE PLANS
(I)	NOT USED
(J)	NOT USED
(K)	8" CURB & GUTTER
(L)	EXISTING STREET LIGHTING
(M)	PEDESTRIAN CURB RAMP
(N)	SITE LIGHTING - SEE LIGHTING PLANS
(O)	"AUTHORIZED VEHICLES ONLY" SIGN (R5-1)
(P)	MAGNETIC ACCESS PREL. BARRIER GATE OPENER W/ 2P ROOM OR APPROVED EQUAL



REVISIONS

NO.	DATE	DESCRIPTION

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

E.L. Sawyer, P.E.
DATE: 02/26/2023 UC NO: 8908

NOT FOR CONSTRUCTION

phase date checked by drawn by project number project name

DRC
07.26.2023
ES
CWE

SICK
Minneapolis Campus
Phase 2
Parking Ramp

SITE PLAN

Project Name
C400

**City Council Regular Business Meeting
Monday, September 18, 2023 - 6:30 p.m.
Bloomington Civic Plaza - Council Chambers
1800 W. Old Shakopee Road
Bloomington, MN 55431**

- CALL TO ORDER** Mayor Busse called the meeting to order at 6:30 p.m. and noted attendance. All votes taken by voice vote.
Present: Mayor Tim Busse and Councilmembers Jenna Carter, Chao Moua, Dwayne Lowman, Patrick Martin, and Lona Dallessandro.
Absent: Councilmember Shawn Nelson
Staff present: City Attorney Melissa Manderschied, Council Secretary Matt Brillhart, and other staff. City Manager Jamie Verbrugge was present virtually via Webex.
- PLEDGE OF ALLEGIANCE** Mayor Busse led the audience in the pledge of allegiance to the flag.
- 1. Approval of Agenda** Motion by Mayor Busse, seconded by Lowman to approve the agenda as listed. Motion carried 6-0.
 - 2. INTRODUCTORY**
 - 2.1 Introduction of New Employees** Welcome the following new Public Works employees to the City of Bloomington:
Street Maintenance – Thomas Hilgert and Pat Kelly
Facilities Maintenance – Chad Haines and Joe Kubiszewski
Fleet – Kyle Kushinski and Sophie Phongsavat
 - 2.2 Proclamation: Latinx / Hispanic Heritage Month** Mayor Busse read a proclamation recognizing Latinx/Hispanic Heritage Month.
 - 2.3 Proclamation: Int’l Day of Peace** Mayor Busse read a proclamation recognizing International Day of Peace.
 - 2.4 Sustainability Commission Appointment** Motion by Dallessandro, seconded by Lowman to appoint Sean McFarling to a term from the date of appointment to 2/28/26 on the Sustainability Commission. Motion carried 6-0.
 - 3. CONSENT BUSINESS** *Councilmember Martin has the consent agenda*
 - 3.1 Resolution Approving a Levy for Year 2024 for the HRA in and for the City of Bloomington** Motion by Martin, seconded by Carter to approve Resolution No. 2023-138, approving a levy for year 2024 pursuant to Minnesota Statutes, Section 469.033, Subdivision 6 by the Housing and Redevelopment Authority in and for the City of Bloomington. Motion carried 6-0.
 - 3.2 Resolution Approving a Levy for Year 2024 for the Port Authority of the City of Bloomington** Motion by Martin, seconded by Carter to approve Resolution No. 2023-139, approving a levy for year 2024 pursuant to Minnesota Statutes, Section 469.053, Subdivision 4 by the Port Authority of the City of Bloomington. Motion carried 6-0.
 - 3.3 Reimbursement Resolution Declaring Intent to Reimburse Certain Expenditures from Proceeds of Bonds to be Issued by the City** Motion by Martin, seconded by Carter to adopt Resolution No. 2023-140, the Reimbursement Resolution declaring intent of the City to reimburse certain expenditures from the proceeds of bonds to be issued by the City. Motion carried 6-0.
 - 3.4 Resolution for Budget Adjustment to Transfer Strategic Priorities Funds to City Facilities Fund** Responding to Councilmember Lowman, City Manager Verbrugge noted this would be the first major remodeling project at Civic Plaza, as equipment nears the end of its useful life. He noted the HRA & Port funds are contributing to the project as well, and we don’t want to tap the Facilities Fund too heavily, given facility needs in other areas.

Lowman expressed concerns with using the Strategic Priority Fund and that facility needs are being done piecemeal.

Motion by Martin, seconded by Dallessandro to approve the budget adjustment resolution, Resolution No. 2023-141 to transfer \$419,433 from the 4200 Strategic Priorities Fund to the 7700 Facilities Fund to complete funding necessary for the Community Development remodel project. Motion carried 5-1 (Lowman opposed).

- 3.5 Approve Purchase – Furniture for Community Development Remodel** Motion by Martin, seconded by Lowman to approve the purchase of furniture for the remodel of Community Development utilizing OMNIA and Sourcewell cooperative contracts from Intereum for a total cost of \$535,012.25. Motion carried 6-0.
- 3.6 SICK Phase II - 144,000 Square Foot Office Building** Motion by Martin, seconded by Carter to approve Final Development Plans for Phase II of the SICK technology campus, a four-story office building and parking structure at 8050 Winstead Way and 8051 26th Avenue S., subject to the conditions and Code requirements attached to the staff report. Motion carried 6-0.
- 3.7 Accept Easements at 9001, 9015, and 9025 Old Cedar Ave S** Motion by Martin, seconded by Carter to accept easements for sidewalk, bikeway, and utility purposes at 9001, 9015, and 9025 Old Cedar Ave S. Motion carried 6-0.
- 3.8 Public Works Fleet Re-Roof – Accept Bid & Award Contract** Motion by Martin, seconded by Carter to approve bid award to Palmer West Construction Company, Inc. for the Public Works Fleet re-roof project in the amount of \$288,000 and a 10% contingency (\$28,800) and to authorize Mayor and City Manager to enter into the related agreements. Motion carried 6-0.
- 3.9 Approve Bid Award - 82nd Street Round Reservoir Reroof** Motion by Martin, seconded by Carter to approve bid award to John A. Dalsin & Son, Inc. for reroofing of the 82nd Street Round Reservoir in the amount of \$1,474,143.00 and a 10% contingency in the amount of \$147,414.30, and to authorize Mayor and City Manager to enter into the related agreements. Motion carried 6-0.
- 3.10 Approve Contract Amendments for Fire Station 4** Motion by Martin, seconded by Carter to approve the Fire Station 4 contract amendments listed below and to authorize the Mayor and City Manager to enter into the related agreements. Motion carried 6-0.
- 3.11 Approve Purchase - Western Star 4700 Chassis** Motion by Martin, seconded by Carter to approve the purchase of a Western Star 4700 chassis. Motion carried 6-0.
- 3.12 Approval of Law Enforcement ISO ClaimSearch Access MOU** Motion by Martin, seconded by Carter to approve a Law Enforcement ISO ClaimSearch Access Memorandum of Understanding. Motion carried 6-0.
- 3.13 Resolution for JAG Grant Application, Agreement, and Budget Adjustment** Motion by Martin, seconded by Carter to adopt Resolution No. 2023-142 authorizing submission of a grant application and execution grant agreement, allowing Hennepin County to act as a fiscal agent with the United States Department of Justice for Edward Byrne Memorial Justice Assistance Grant Funds and make necessary budget adjustments. Motion carried 6-0.
- 3.14 Resolution Accepting Emergency Communications Network, Department of Public Safety NG911 Grant Funds and Making Related Budget Adjustment** Motion by Martin, seconded by Carter to adopt Resolution 2023-143 accepting Emergency Communications Networks, Department of Public Safety grant funds and making related budget adjustment. Motion carried 6-0.

- 3.15 Approve an On-Sale Liquor and Sunday Liquor License for Malibu Barbie Minneapolis LLC** Motion by Martin, seconded by Carter to approve an on-sale intoxicating liquor license for Malibu Barbie Minneapolis LLC doing business as Malibu Barbie Café at 5115 Center Court. Motion carried 6-0.
- 3.16 Approve a Premises Permit for American Legion Post 550 to conduct lawful gambling at Shantytown Grill** Motion by Martin, seconded by Carter to approve Resolution No. 2023-144, Resolution Approving a Minnesota Lawful Gambling Premises Permit Application for American Legion Post 550 Bloomington to conduct lawful gambling at Shantytown Grill. Motion carried 6-0.
- 3.17 Approve a Premises Permit for Saint Thomas Academy Alumni Association to conduct lawful gambling at Buffalo Wild Wings** Motion by Martin, seconded by Carter to approve Resolution No. 2023-145 approving a Minnesota Lawful Gambling Premises Permit Application for Saint Thomas Academy Alumni Association to conduct lawful gambling at Buffalo Wild Wings. Motion carried 6-0.
- 3.18 Approval of Amendments to the City of Bloomington Employment Rules** Motion by Martin, seconded by Carter to adopt Resolution No. 2023-146, amending Chapters 6 and 8 of the City of Bloomington Employment Rules. Motion carried 6-0.
- 3.19 Approval of City Council Meeting Minutes** Motion by Martin, seconded by Carter to approve the minutes of the August 21, 2023 Special Meeting, and the August 14 and August 28, 2023 regular meetings and listening sessions, as presented. Motion carried 6-0.

**4. HEARINGS,
RESOLUTIONS, AND
ORDINANCES**

- 4.1 Resolution Adopting Preliminary 2024 Tax Levy** Deputy Finance Officer Kari Carlson presented the 2024 preliminary budget and tax levy increase of 9.49%. She noted cost drivers are labor market pressure, cost of materials and services, and the continued investments in Public Safety, transitioning from a paid-on-call Fire Department to a hybrid full-time and part-time department.

Councilmember Dallessandro: of the [\$790,716] for new staffing costs, what percentage is for the six new firefighter positions? Ms. Carlson estimated the share at 80-90%. Regarding new operating expenses [\$1,184,490], Carlson noted that the same level of services were proposed, that is just increased costs to provide those services.

Responding to Councilmember Lowman on Police Department staffing levels, Mayor Busse noted that four new officer positions were added in the 2023 budget, and Chief Hodges was not requesting additional officers at this time. An additional full-time dispatcher is included in the proposed budget. Mayor Busse also noted the Park Maintenance Division was moving from Public Works to Parks & Recreation Department. One of the proposed positions was adding back a position related to senior programming at Creekside Community Center that had been cut during the pandemic budget cuts. Councilmembers asked staff to bring additional details on the operating expense increases and look at additional ways to curb costs.

Motion by Lowman, seconded by Moua to adopt Resolution No. 2023-147, a resolution establishing the Preliminary 2024 Tax Levy increase of 9.49%. Motion carried 6-0.

- 4.2 Resolution Adopting Preliminary 2024 General Fund Budget** Motion by Lowman, seconded by Moua to adopt Resolution No. 2023-148, a resolution establishing a Preliminary 2024 General Fund Budget utilizing the 9.49% Levy Increase. Motion carried 6-0.

- 4.3 Public Hearing: Public Nuisance Abatement Assessment** Mayor Busse opened the public hearing. No one spoke. Motion by Moua, seconded by Lowman to close the public hearing. Motion carried 6-0.
Motion by Lowman, seconded by Martin to adopt Resolution 2023-149, a Resolution Adopting the Assessment Roll for Public Nuisance Abatements. Motion carried 6-0.
- 4.4 Public Hearing: Tree Removal Assessments** Mayor Busse opened the public hearing. No one spoke. Motion by Lowman, seconded by Carter to close the public hearing. Motion carried 6-0.
Motion by Lowman, seconded by Carter to adopt Resolution 2023-150, a Resolution Adopting the Assessment Roll for Delinquent Tree Removal Costs. Motion carried 6-0.
- 4.5 Public Hearing: Weed/Brush Removal Assessments** Mayor Busse opened the public hearing. No one spoke. Motion by Dallessandro, seconded by Lowman to close the public hearing. Motion carried 6-0.
Motion by Martin, seconded by Lowman to adopt Resolution 2023-151, a Resolution Adopting the Assessment Roll for Weed and Brush Removal Costs. Motion carried 6-0.
- 4.6 Public Hearing: Delinquent Water, Sewer, Storm Water Drainage, Garbage, Recycling and Organics Assessments** Mayor Busse opened the public hearing. No one spoke. Motion by Moua, seconded by Dallessandro to close the public hearing. Motion carried 6-0.
Motion by Moua, seconded by Dallessandro to adopt Resolution 2023-152, a Resolution Adopting the Assessment Roll for Delinquent Water, Sewer, Storm Water Drainage, Garbage, Recycling and Organics Assessments. Motion carried 6-0.
- 4.7 Public Hearing: Civil Fines for Property-Related Violation Assessments** Mayor Busse opened the public hearing. No one spoke.
Motion by Martin, seconded by Moua to close the public hearing. Motion carried 6-0.
Motion by Martin, seconded by Moua to adopt Resolution No. 2023-153, a Resolution Adopting the Assessment Roll for Unpaid Civil Penalties and Fines. Motion carried 6-0.
- 4.8 Public Hearing: Lyndale Ave. properties rezoning from B-2 to B-4** Planner Thomas Ramler-Olson presented on the proposed amendment to the City's zoning map to rezone 28 parcels located around Lyndale Avenue's commercial nodes at 86th St and 98th St from the B-2 Zoning District to B-4. Mr. Ramler-Olson noted correspondence from Pawn America relaying concerns with the impact of rezoning.
- Councilmembers and staff discussed how nonconforming properties are handled and what types of improvements would be allowed. Councilmember Dallessandro inquired on the history of why pawn shops are not included in B-4 zoning district. Senior Planner Nick Johnson noted the B-4 district was created in 2006 and included uses that were deemed to be compatible with long range plans for those areas at the time. He noted that pawn shops are now subject to additional licensing requirements put in place since that time, limiting the number of pawn shops allowed in the city. Pawn Shops are not inherently incompatible with B-4 zoning, but further study would be needed as far as allowing them as a conditional use in the B-4 district.
- Mayor Busse opened the public hearing. Rhett Schwichtenberg representing Pawn America (8650 Lyndale Avenue S) spoke regarding written testimony submitted and discussions they have had with Planning staff, requesting to add pawn shops to the list of permitted businesses in the B-4 zoning district.
Motion by Lowman, seconded by Carter to close the public hearing. Motion carried 6-0.
- Motion by Lowman, seconded by Carter to adopt Ordinance No. 2023-23, AN ORDINANCE AMENDING THE CITY ZONING MAP BY REZONING PROPERTIES SHOWN IN EXHIBIT A FROM B-2 GENERAL COMMERCIAL TO B-4 NEIGHBORHOOD COMMERCIAL. Motion carried 6-0.

Motion by Moua, seconded by Lowman to adopt Resolution No. 2023-154 authorizing summary publication of Ordinance No. 2023-23, AN ORDINANCE AMENDING THE CITY ZONING MAP BY REZONING PROPERTIES SHOWN IN EXHIBIT A FROM B-2 GENERAL COMMERCIAL TO B-4 NEIGHBORHOOD COMMERCIAL.

Motion carried 6-0.

Councilmembers further discussed the request to consider allowing pawn shops already in operation to be conditionally permitted uses in the B-4 zoning district. Carter clarified that moving forward with this motion would direct staff to study the issue further and bring forward a code amendment and hold a public hearing; the Council was not voting on the change now. Motion by Carter, seconded by Dallessandro to direct staff to bring forward a City-initiated city code amendment to change the status of pawn shops in the B-4 District. Motion carried 6-0.

4.9 Approval of the Neighborhood Traffic Management Plan (NTMP), with Public Comment Opportunity

City Engineer Julie Long and consultant Ray Hayhurst presented the Neighborhood Traffic Management Plan, including speed limits on local streets and traffic calming projects to manage traffic speeds, improve traffic safety, and increase access for people walking, biking, and taking public transit. The program aims to improve safety and mobility by identifying traffic safety challenges and opportunities to fix them, making traffic safety programs easier for residents to use, and affirming the City's commitment to the safety and livability of its neighborhoods. The study recommends a 25 mph speed limit for all local streets and to set school zone speed limits of 20 mph for schools on a case-by-case basis. The full study report is available at:

<https://letstalk.bloomingtonmn.gov/ntmp>

Mayor Busse opened the public comment opportunity. No one spoke.

Mayor Busse spoke in support of the plan, noting numerous other communities in the metro are setting a 25 mph speed limit. The plan is about more than just speed limits; it provides a toolkit of options for improving traffic safety in neighborhoods.

Councilmembers also spoke in support of the plan. Councilmember Moua stated a preference to bring this item forward with the speed limit study on arterial and collector streets at the same time.

Motion by Dallessandro, seconded by Carter to approve the Neighborhood Traffic Management Plan. Motion carried 5-1 (Moua opposed).

Dallessandro noted an upcoming conversation on the Strategic Priorities Fund, wanting to make sure the Council discusses funding for these changes. Lowman and Carter noted funding for additional speed limit signs as a point of that discussion.

5. ORGANIZATIONAL BUSINESS

5.1 City Council Policy/Issue Updates

Mayor Busse summarized the City Council Listening Session held at 5:45 p.m.

Secretary's note: see September 18, 2023 Listening Session minutes for full summary.

Mayor Busse recapped his trip to Japan as part of the Midwest U.S. – Japan annual trip. Also visited Bloomington's sister city of Izumi City.

6. ADJOURNMENT

Motion by Dallessandro seconded by Carter to adjourn the meeting. Motion carried 6-0.

Mayor Busse adjourned the meeting at 10:35 p.m.

Matt Brillhart
Council Secretary

**MSP Zoning Ordinance Board of Adjustment
Variance Application**

Project: SICK Campus – Phase 2 Bloomington, MN

The following is a summary of the status of our FAA Aeronautical Studies. Copies of these Aeronautical Studies are included with this application.

Point	Aeronautical Study Number	Finding	Action
Building Points			
Point 1	2023-AGL-19260-OE	No Hazard to Air Navigation	
Point 2	2023-AGL-19261-OE	No Hazard to Air Navigation	
Point 3	2023-AGL-19262-OE	No Hazard to Air Navigation	
Point 4	2023-AGL-19263-OE	No Hazard to Air Navigation	
Point 5	2023-AGL-19264-OE	No Hazard to Air Navigation	
Point 6	2023-AGL-19265-OE	No Hazard to Air Navigation	
Point 7	2023-AGL-19266-OE	No Hazard to Air Navigation	
Point 8	2023-AGL-19267-OE	No Hazard to Air Navigation	
Point 9	2023-AGL-19268-OE	No Hazard to Air Navigation	
Point 10	2023-AGL-19269-OE	No Hazard to Air Navigation	
Point 11	2023-AGL-19270-OE	No Hazard to Air Navigation	
Temporary Crane Points			
Point 12	2023-AGL-19271-OE	No Hazard to Air Navigation for Temp. Structure	MSP Zoning Ordinance Variance Required
Point 13	2023-AGL-19272-OE	No Hazard to Air Navigation for Temp. Structure	MSP Zoning Ordinance Variance Required
Point 12A	2024-AGL-752-OE	No Hazard to Air Navigation for Temp. Structure	MSP Zoning Ordinance Variance Required
Point 13A	2024-AGL-751-OE	No Hazard to Air Navigation for Temp. Structure	MSP Zoning Ordinance Variance Required



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-19260-OE

Issued Date: 10/04/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point 1
Location:	Bloomington, MN
Latitude:	44-51-26.13N NAD 83
Longitude:	93-14-01.25W
Heights:	810 feet site elevation (SE) 63 feet above ground level (AGL) 873 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 04/04/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-19260-OE.

Signature Control No: 599061791-600991951

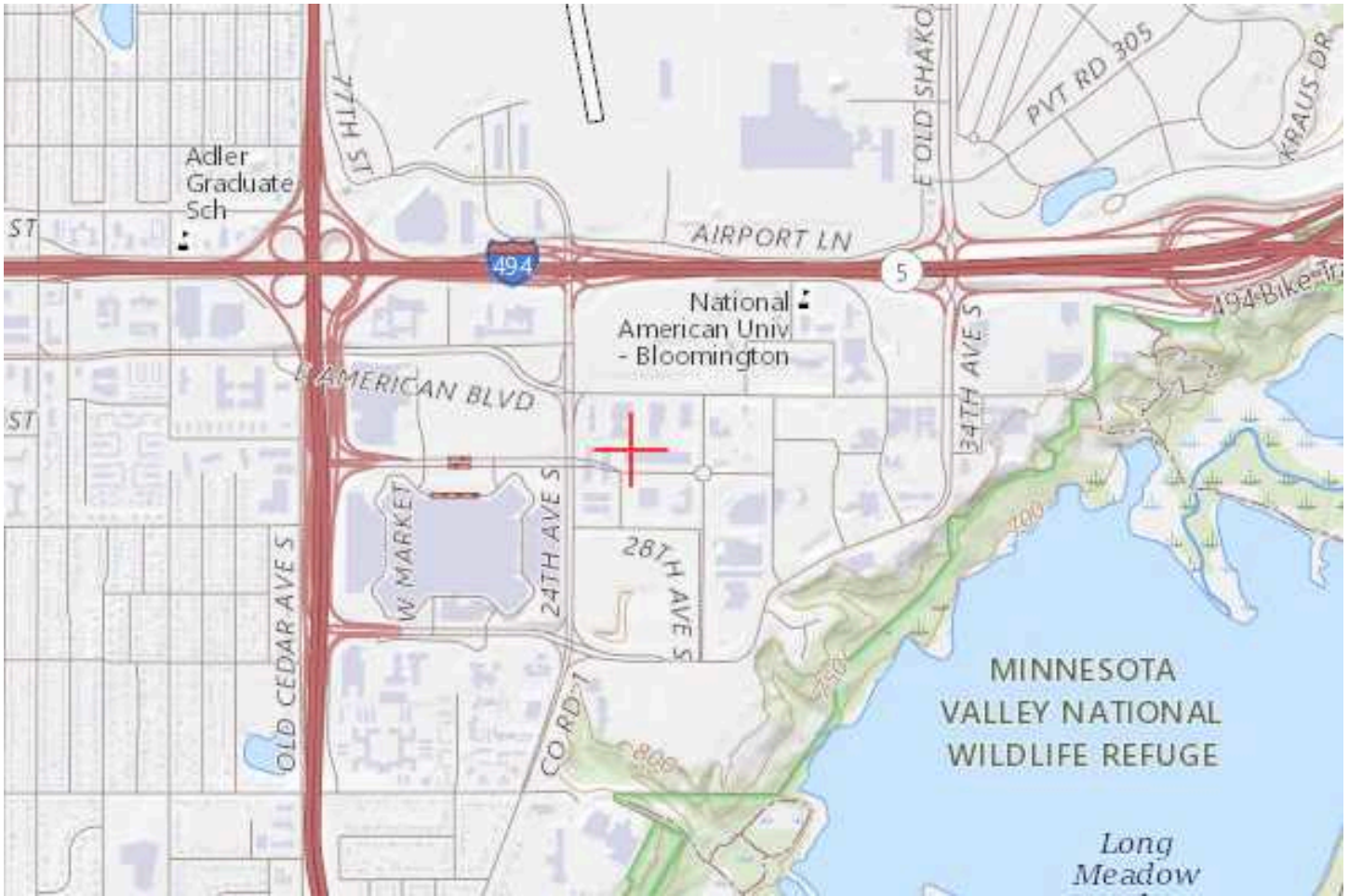
Fred Souchet
Specialist

(DNE)

Attachment(s)

Map(s)

TOPO Map for ASN 2023-AGL-19260-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-19261-OE

Issued Date: 10/04/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point 2
Location:	Bloomington, MN
Latitude:	44-51-26.66N NAD 83
Longitude:	93-13-58.12W
Heights:	812 feet site elevation (SE) 22 feet above ground level (AGL) 834 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 04/04/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-19261-OE.

Signature Control No: 599061792-600991941

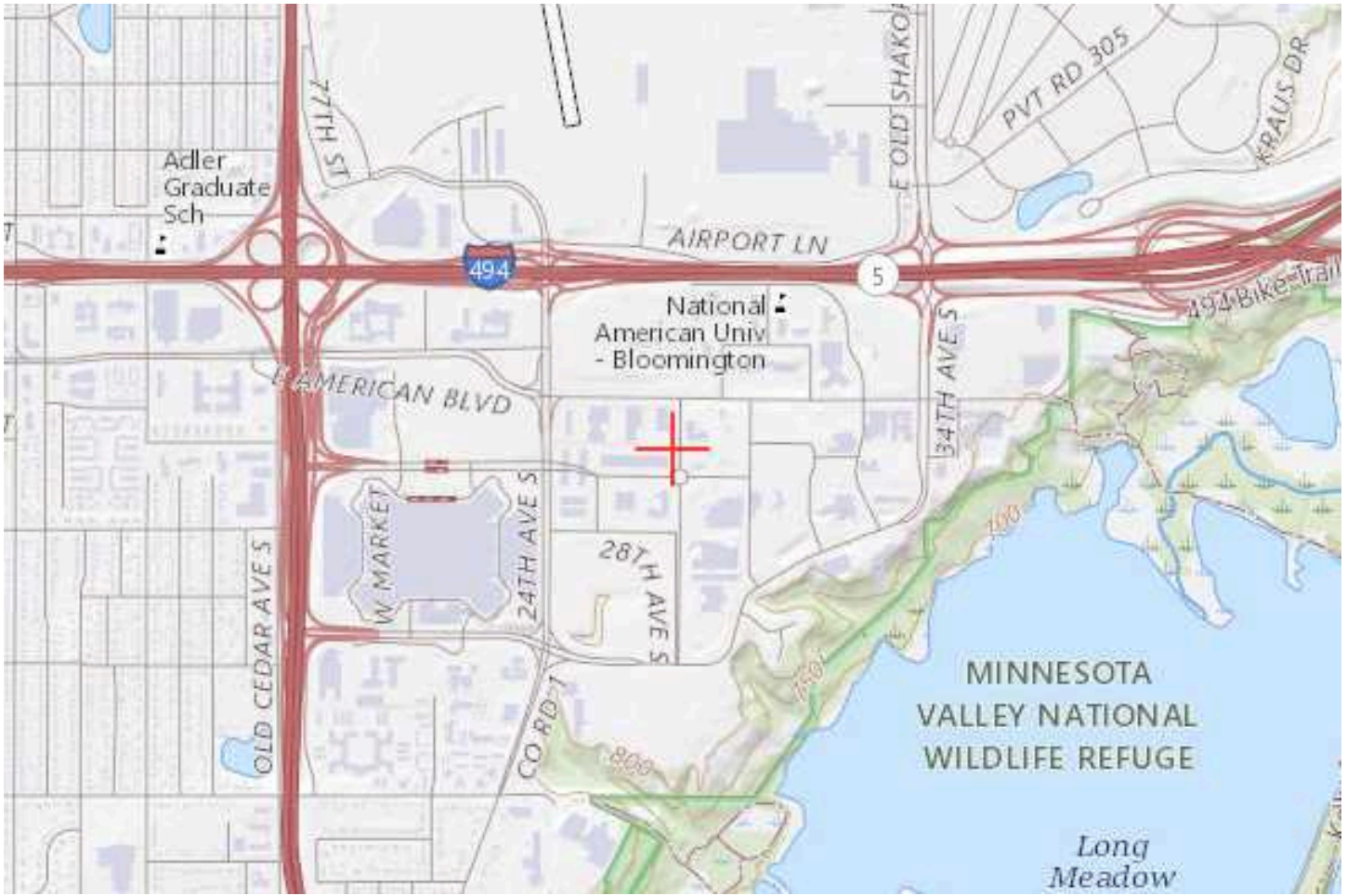
Fred Souchet
Specialist

(DNE)

Attachment(s)

Map(s)

TOPO Map for ASN 2023-AGL-19261-OE





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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
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Issued Date: 10/04/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point 3
Location:	Bloomington, MN
Latitude:	44-51-26.05N NAD 83
Longitude:	93-13-58.47W
Heights:	810 feet site elevation (SE) 63 feet above ground level (AGL) 873 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 04/04/2025 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-19262-OE.

Signature Control No: 599061793-600991945

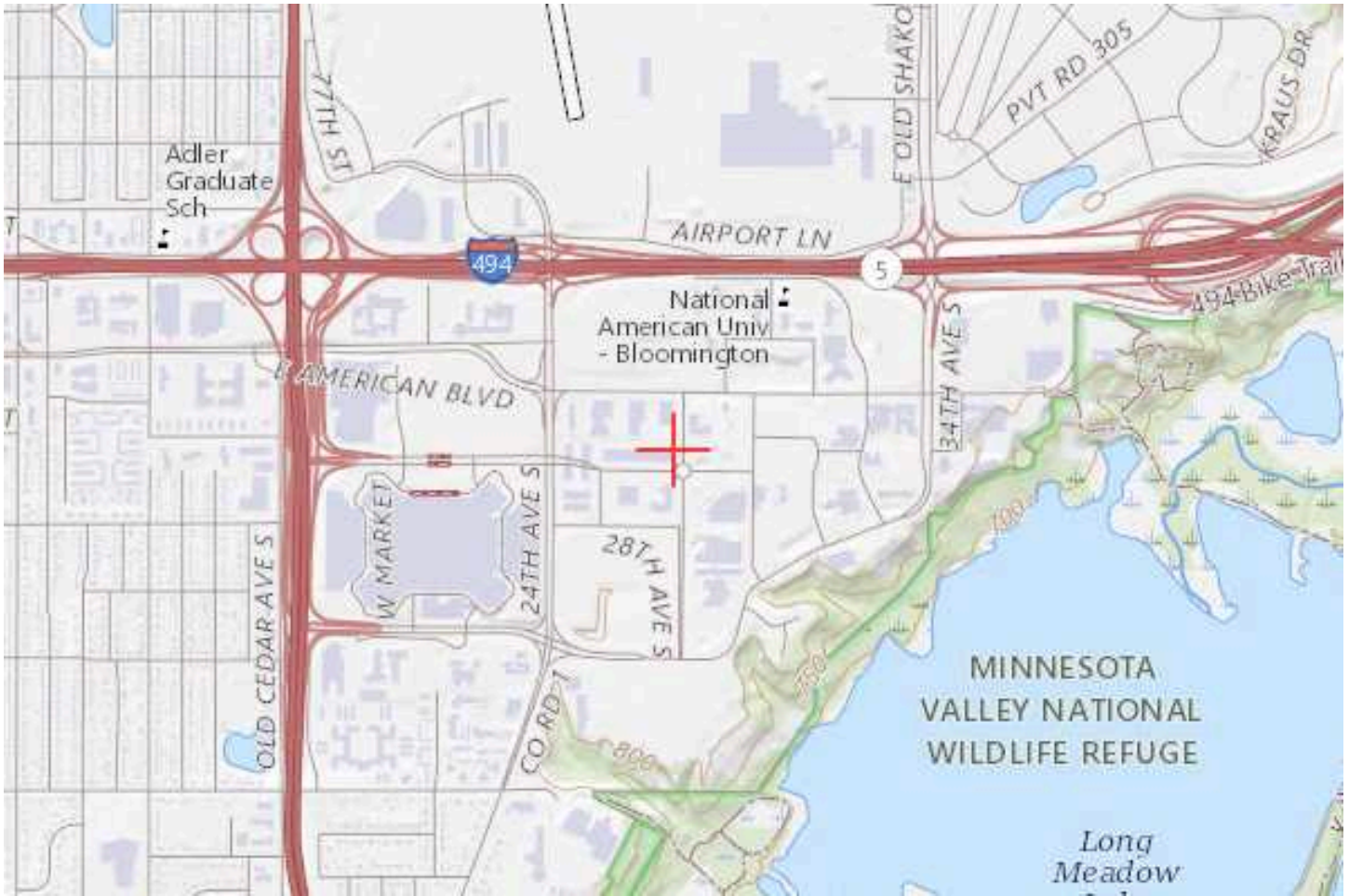
Fred Souchet
Specialist

(DNE)

Attachment(s)

Map(s)

TOPO Map for ASN 2023-AGL-19262-OE





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-19263-OE

Issued Date: 10/04/2023

Dave McGinty
 SICK
 6900 West 110th Street
 Bloomington, MN 55438

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Point 4
 Location: Bloomington, MN
 Latitude: 44-51-24.28N NAD 83
 Longitude: 93-13-58.48W
 Heights: 810 feet site elevation (SE)
 63 feet above ground level (AGL)
 873 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 04/04/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-19263-OE.

Signature Control No: 599061794-600991943

Fred Souchet
Specialist

(DNE)

Attachment(s)

Map(s)

TOPO Map for ASN 2023-AGL-19263-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-19264-OE

Issued Date: 10/04/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point 5
Location:	Bloomington, MN
Latitude:	44-51-24.29N NAD 83
Longitude:	93-14-01.27W
Heights:	810 feet site elevation (SE) 63 feet above ground level (AGL) 873 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 04/04/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-19264-OE.

Signature Control No: 599061795-600991942

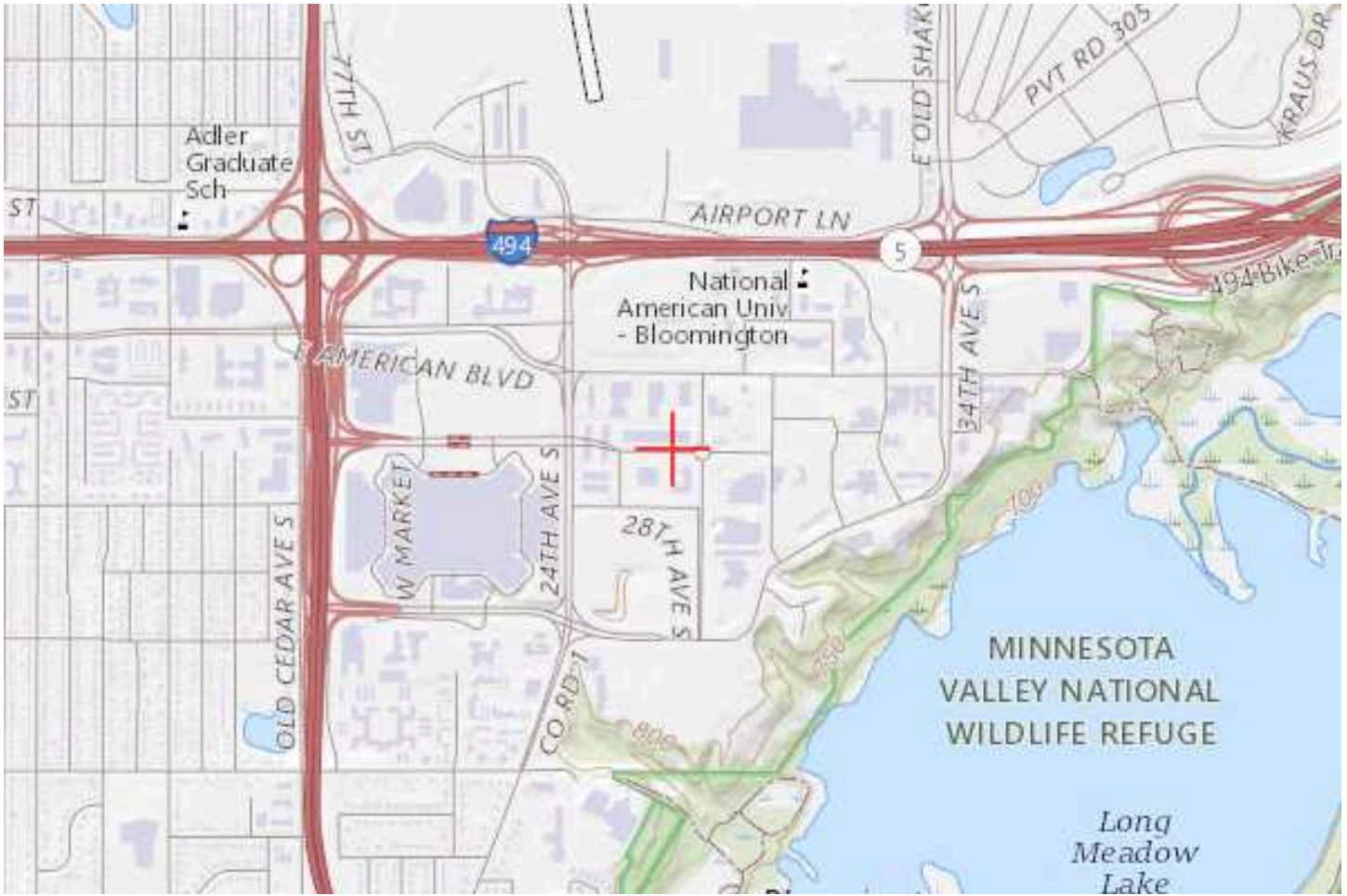
Fred Souchet
Specialist

(DNE)

Attachment(s)

Map(s)

TOPO Map for ASN 2023-AGL-19264-OE





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-19265-OE

Issued Date: 10/04/2023

Dave McGinty
 SICK
 6900 West 110th Street
 Bloomington, MN 55438

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Point 6
 Location: Bloomington, MN
 Latitude: 44-51-25.85N NAD 83
 Longitude: 93-13-59.53W
 Heights: 810 feet site elevation (SE)
 70 feet above ground level (AGL)
 880 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 04/04/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-19265-OE.

Signature Control No: 599061796-600991944

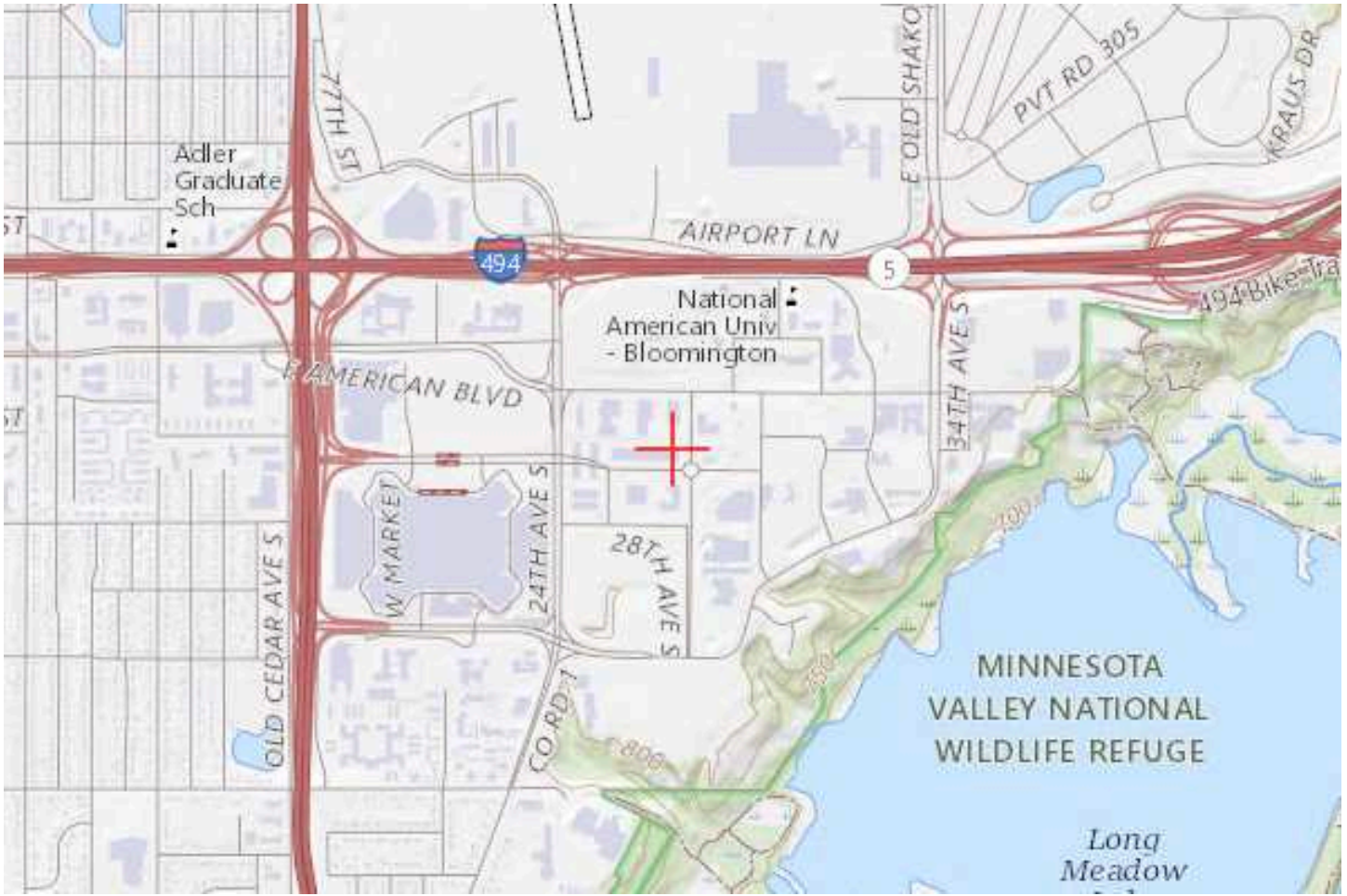
Fred Souchet
Specialist

(DNE)

Attachment(s)

Map(s)

TOPO Map for ASN 2023-AGL-19265-OE





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-19266-OE

Issued Date: 10/04/2023

Dave McGinty
 SICK
 6900 West 110th Street
 Bloomington, MN 55438

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Point 7
 Location: Bloomington, MN
 Latitude: 44-51-26.74N NAD 83
 Longitude: 93-14-04.35W
 Heights: 810 feet site elevation (SE)
 68 feet above ground level (AGL)
 878 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 04/04/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-19266-OE.

Signature Control No: 599061797-600991946

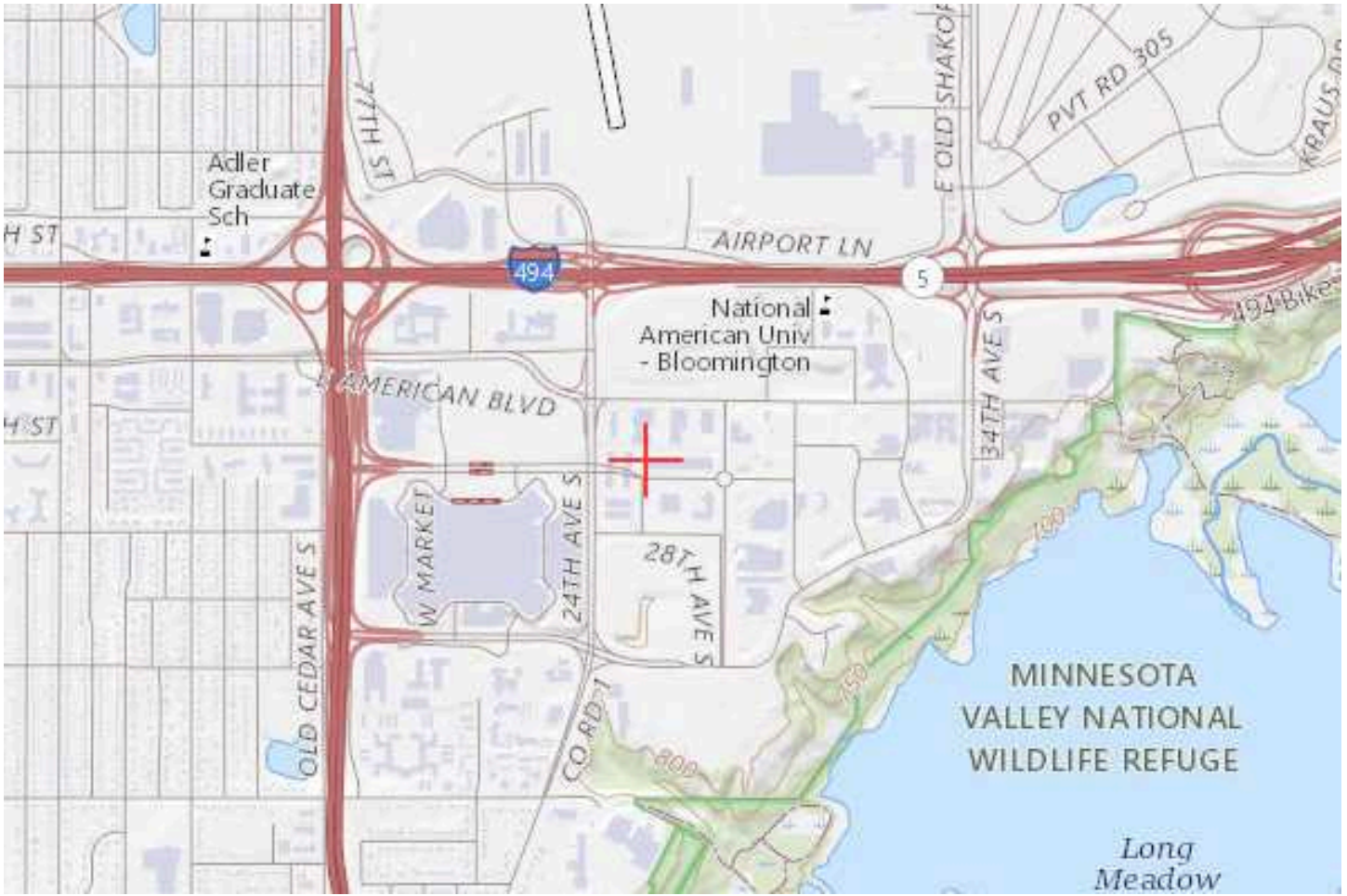
Fred Souchet
Specialist

(DNE)

Attachment(s)

Map(s)

TOPO Map for ASN 2023-AGL-19266-OE





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-AGL-19267-OE

Issued Date: 10/04/2023

Dave McGinty
 SICK
 6900 West 110th Street
 Bloomington, MN 55438

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Point 8
 Location: Bloomington, MN
 Latitude: 44-51-25.52N NAD 83
 Longitude: 93-14-04.35W
 Heights: 809 feet site elevation (SE)
 65 feet above ground level (AGL)
 874 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 04/04/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-19267-OE.

Signature Control No: 599061798-600991949

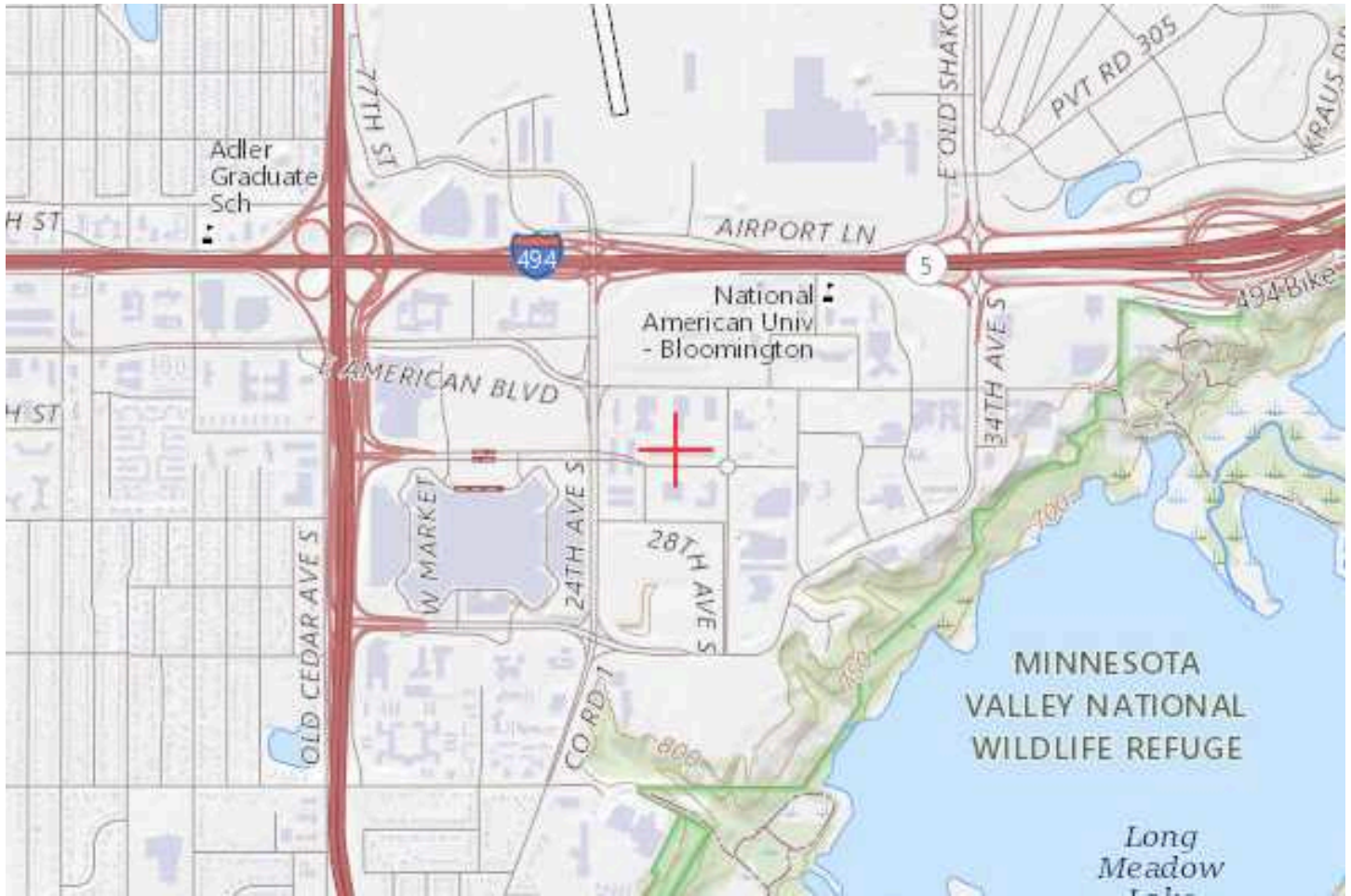
Fred Souchet
Specialist

(DNE)

Attachment(s)

Map(s)

TOPO Map for ASN 2023-AGL-19267-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-19268-OE

Issued Date: 10/04/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point 9
Location:	Bloomington, MN
Latitude:	44-51-25.54N NAD 83
Longitude:	93-14-07.91W
Heights:	810 feet site elevation (SE) 72 feet above ground level (AGL) 882 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 04/04/2025 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-19268-OE.

Signature Control No: 599061799-600991950

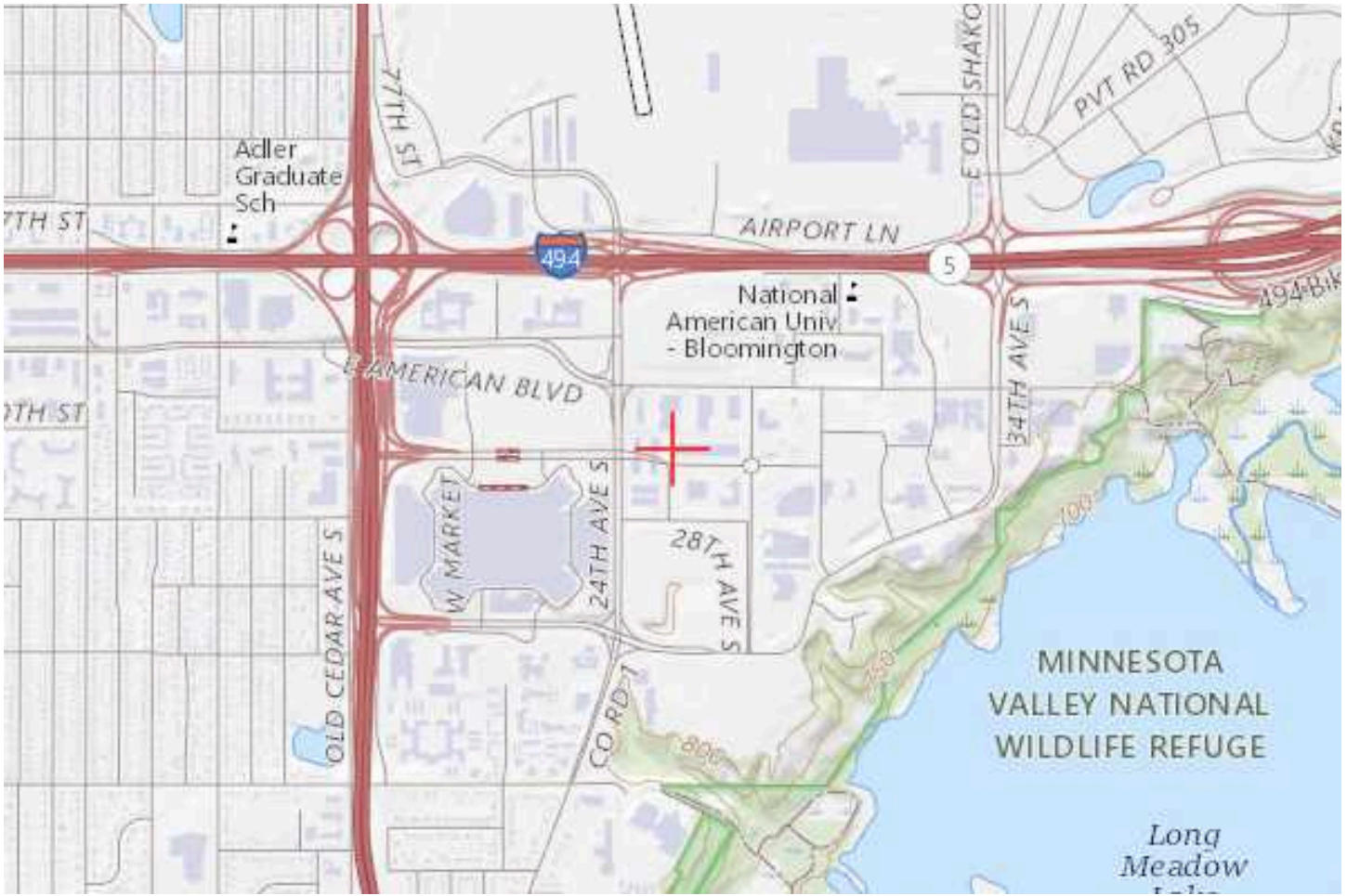
Fred Souchet
Specialist

(DNE)

Attachment(s)

Map(s)

TOPO Map for ASN 2023-AGL-19268-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-19269-OE

Issued Date: 10/04/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point 10
Location:	Bloomington, MN
Latitude:	44-51-26.75N NAD 83
Longitude:	93-14-07.90W
Heights:	810 feet site elevation (SE) 64 feet above ground level (AGL) 874 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 04/04/2025 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-19269-OE.

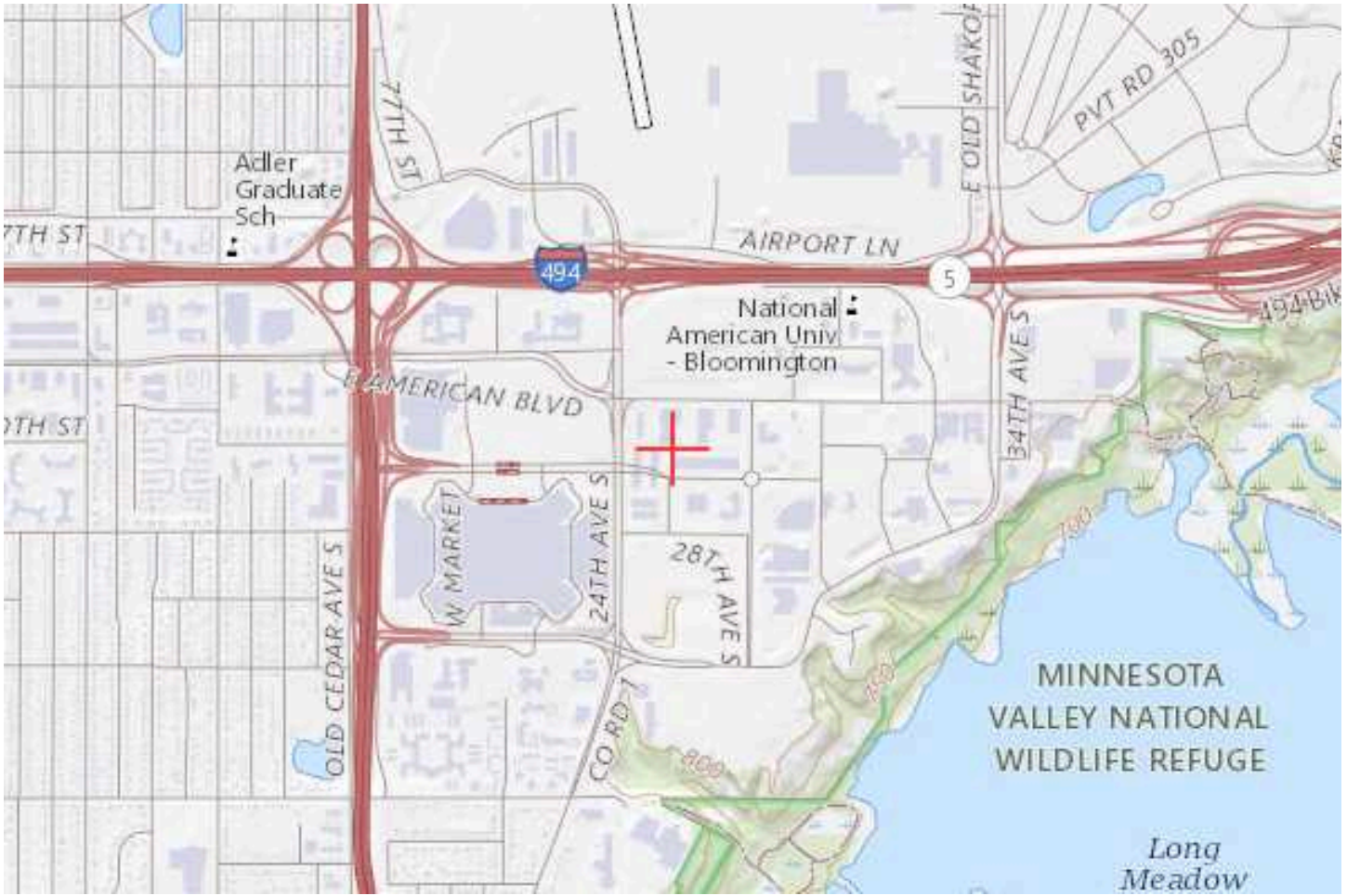
Signature Control No: 599061800-600991948

Fred Souchet
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AGL-19269-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-19270-OE

Issued Date: 10/04/2023

Dave McGinty
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Bloomington, MN 55438

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Light Pole Point 11
Location:	Bloomington, MN
Latitude:	44-51-26.15N NAD 83
Longitude:	93-14-07.27W
Heights:	810 feet site elevation (SE) 78 feet above ground level (AGL) 888 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 04/04/2025 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-19270-OE.

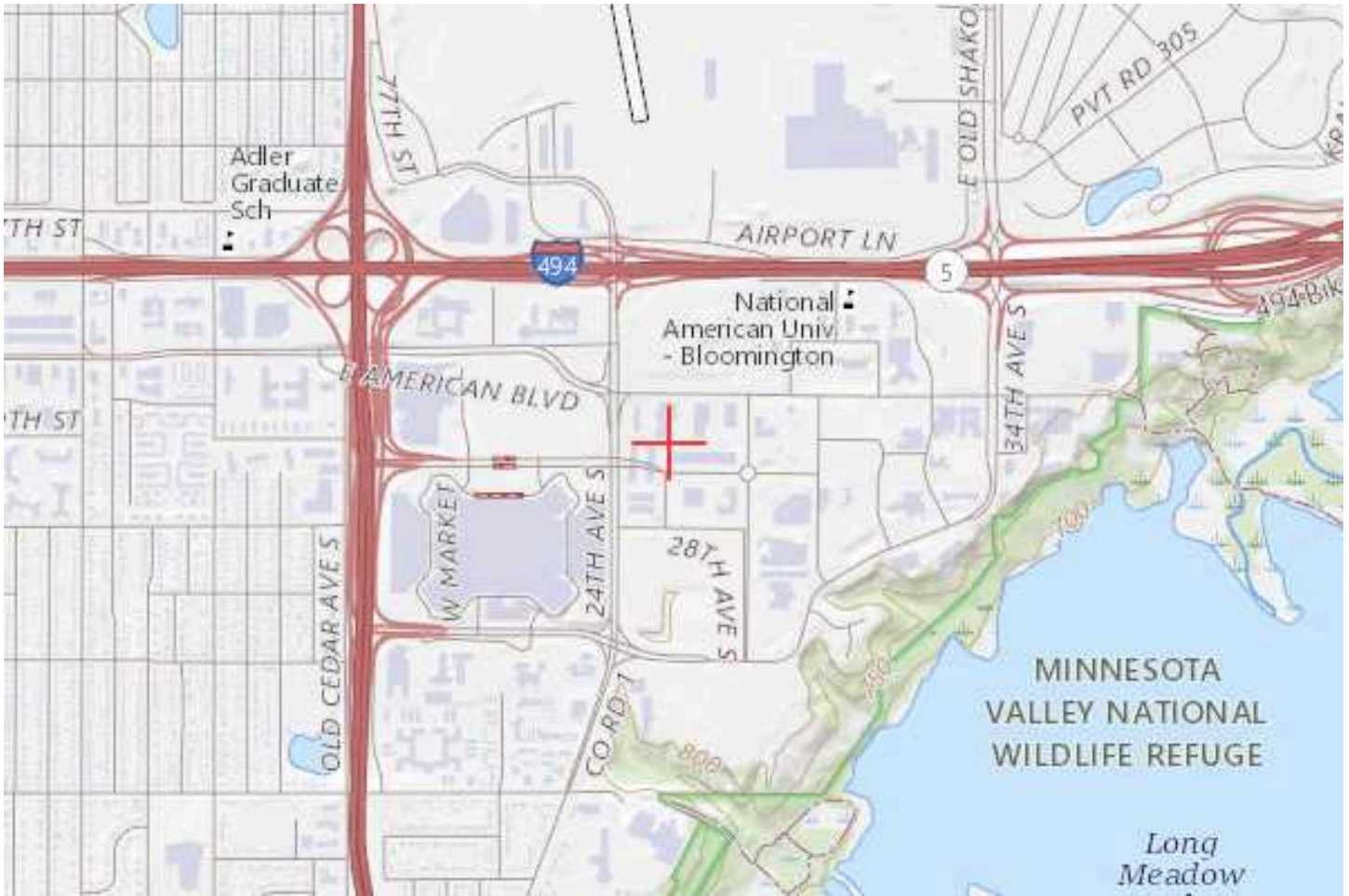
Signature Control No: 599061801-600991947

Fred Souchet
Specialist

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AGL-19270-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-19271-OE

Issued Date: 12/06/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane Point 12
Location:	Bloomington, MN
Latitude:	44-51-25.32N NAD 83
Longitude:	93-14-06.18W
Heights:	809 feet site elevation (SE) 117 feet above ground level (AGL) 926 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If you have any questions, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-19271-OE

Signature Control No: 599061802-606498434

(TMP)

Fred Souchet
Specialist

Additional Condition(s) or Information for ASN 2023-AGL-19271-OE

Proposal: To construct and/or operate a(n) Crane to a height of 135 feet above ground level, 944 feet above mean sea level.

Location: The structure will be located 1.6 nautical miles south of MSP Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP) MINNEAPOLIS, MN. Obstacle penetrates RWY 17 40:1 departure surface.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

It is required that the FAA be notified 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Notification should be made to this office through your registered e-filing account. Notification is necessary so that aeronautical procedures can be temporarily modified to accommodate the structure.

NOTIFICATION IS REQUIRED AGAIN THROUGH YOUR REGISTERED E-FILING ACCOUNT WHEN THE TEMPORARY STRUCTURE IS REMOVED FROM THE SITE FOR NOTICE TO AIR MISSIONS (NOTAM) CANCELLATION.

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, (612) 726-8100 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

It is required that the manager of MSP ATCT Manager 612-713-4000 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately.

This determination expires on 06/06/2025 unless extended, revised, or terminated by the issuing office.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed within 5 days after the temporary structure is dismantled.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2023-AGL-19272-OE

Issued Date: 12/06/2023

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane Point 13
Location:	Bloomington, MN
Latitude:	44-51-25.64N NAD 83
Longitude:	93-13-59.89W
Heights:	810 feet site elevation (SE) 117 feet above ground level (AGL) 927 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If you have any questions, please contact our office at (847) 294-7458, or fred.souchet@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AGL-19272-OE

Signature Control No: 599061803-606498433

(TMP)

Fred Souchet
Specialist

Additional Condition(s) or Information for ASN 2023-AGL-19272-OE

Proposal: To construct and/or operate a(n) Crane to a height of 135 feet above ground level, 945 feet above mean sea level.

Location: The structure will be located 1.57 nautical miles south of MSP Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP) MINNEAPOLIS, MN. Obstacle penetrates RWY 17 40:1 departure surface.

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

It is required that the FAA be notified 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Notification should be made to this office through your registered e-filing account. Notification is necessary so that aeronautical procedures can be temporarily modified to accommodate the structure.

NOTIFICATION IS REQUIRED AGAIN THROUGH YOUR REGISTERED E-FILING ACCOUNT WHEN THE TEMPORARY STRUCTURE IS REMOVED FROM THE SITE FOR NOTICE TO AIR MISSIONS (NOTAM) CANCELLATION.

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, (612) 726-8100 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

It is required that the manager of MSP ATCT Manager 612-713-4000 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately.

This determination expires on 06/06/2025 unless extended, revised, or terminated by the issuing office.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed within 5 days after the temporary structure is dismantled.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AGL-752-OE

Issued Date: 02/15/2024

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Tower Crane 12A
Location:	Bloomington, MN
Latitude:	44-51-27.07N NAD 83
Longitude:	93-14-06.61W
Heights:	811 feet site elevation (SE) 101 feet above ground level (AGL) 912 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If you have any questions, please contact our office at (817) 222-4848, or Brian.Oliver@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AGL-752-OE

Signature Control No: 609878658-612801433

(TMP)

Brian Oliver
Specialist

Additional Condition(s) or Information for ASN 2024-AGL-752-OE

Proposal: To construct and/or operate a(n) Tower Crane to a height of 115 feet above ground level, 926 feet above mean sea level.

Location: The structure will be located 1.57 nautical miles south of MSP Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, (612) 726-8100 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

It is required that the manager of St. Paul Air Traffic, 651-312-8840/8858 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately.

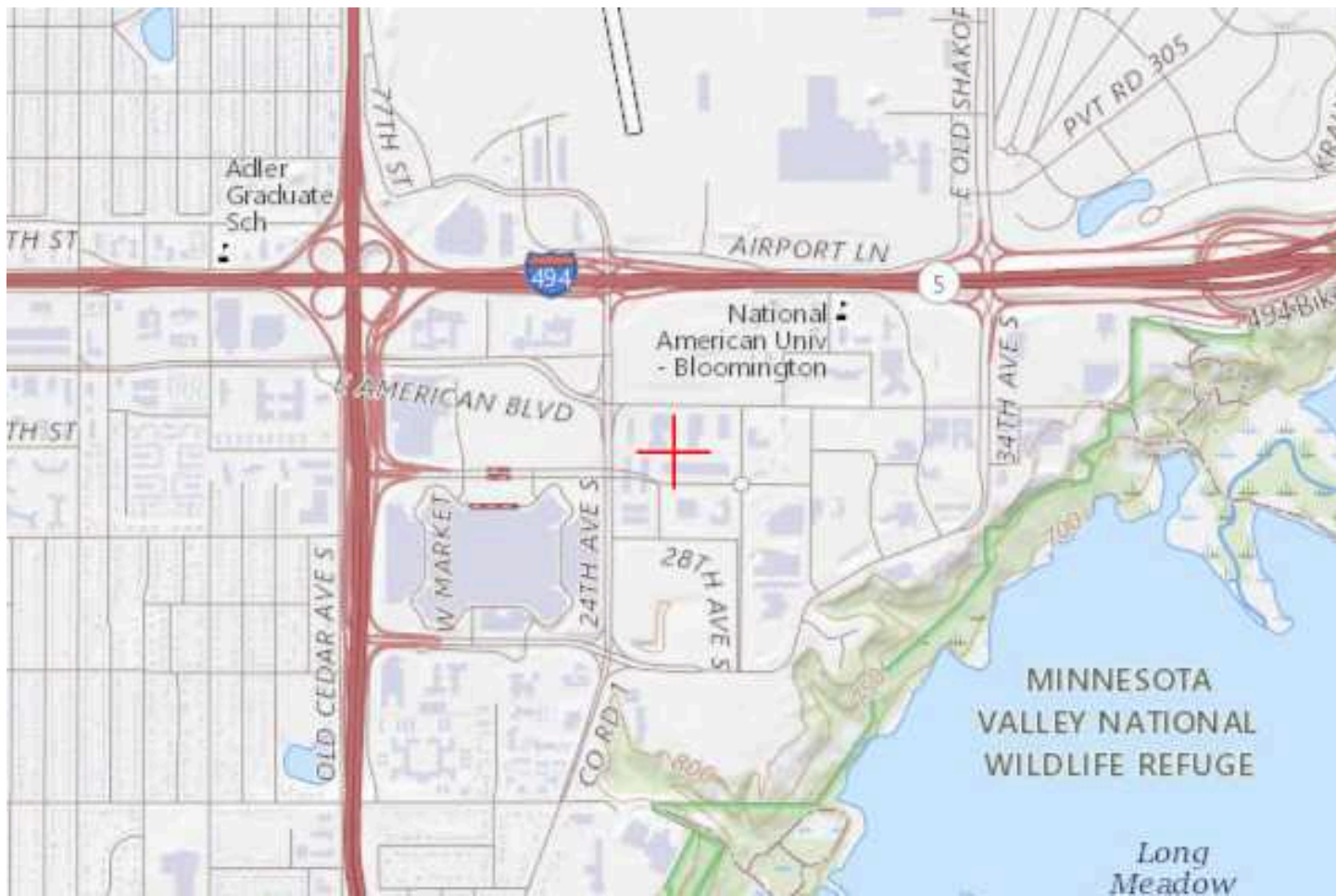
Any height exceeding 101 feet above ground level (912 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 08/15/2025 unless extended, revised, or terminated by the issuing office.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed within 5 days after the temporary structure is dismantled.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

TOPO Map for ASN 2024-AGL-752-OE







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2024-AGL-751-OE

Issued Date: 02/15/2024

Dave McGinty
SICK
6900 West 110th Street
Bloomington, MN 55438

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Tower Crane 13A
Location:	Bloomington, MN
Latitude:	44-51-27.55N NAD 83
Longitude:	93-14-00.37W
Heights:	813 feet site elevation (SE) 100 feet above ground level (AGL) 913 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination did not include an evaluation of the permanent structure associated with the use of this temporary structure. If the permanent structure will exceed Title 14 of the Code of Federal Regulations, part 77.9, a separate aeronautical study and FAA determination is required.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Air Missions (NOTAM).

If you have any questions, please contact our office at (817) 222-4848, or Brian.Oliver@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AGL-751-OE

Signature Control No: 609878527-612801432

(TMP)

Brian Oliver
Specialist

Additional Condition(s) or Information for ASN 2024-AGL-751-OE

Proposal: To construct and/or operate a(n) Tower Crane to a height of 114 feet above ground level, 927 feet above mean sea level.

Location: The structure will be located 1.54 nautical miles south of MSP Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, flags/red lights-Chapters 3(Marked),4,5(Red),14(Temporary),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Air Missions (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that the manager of MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, (612) 726-8100 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

It is required that the manager of St. Paul Air Traffic, 651-312-8840/8858 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Additionally, please provide contact information for the onsite operator in the event that Air Traffic Control requires the temporary structure to be lowered immediately.

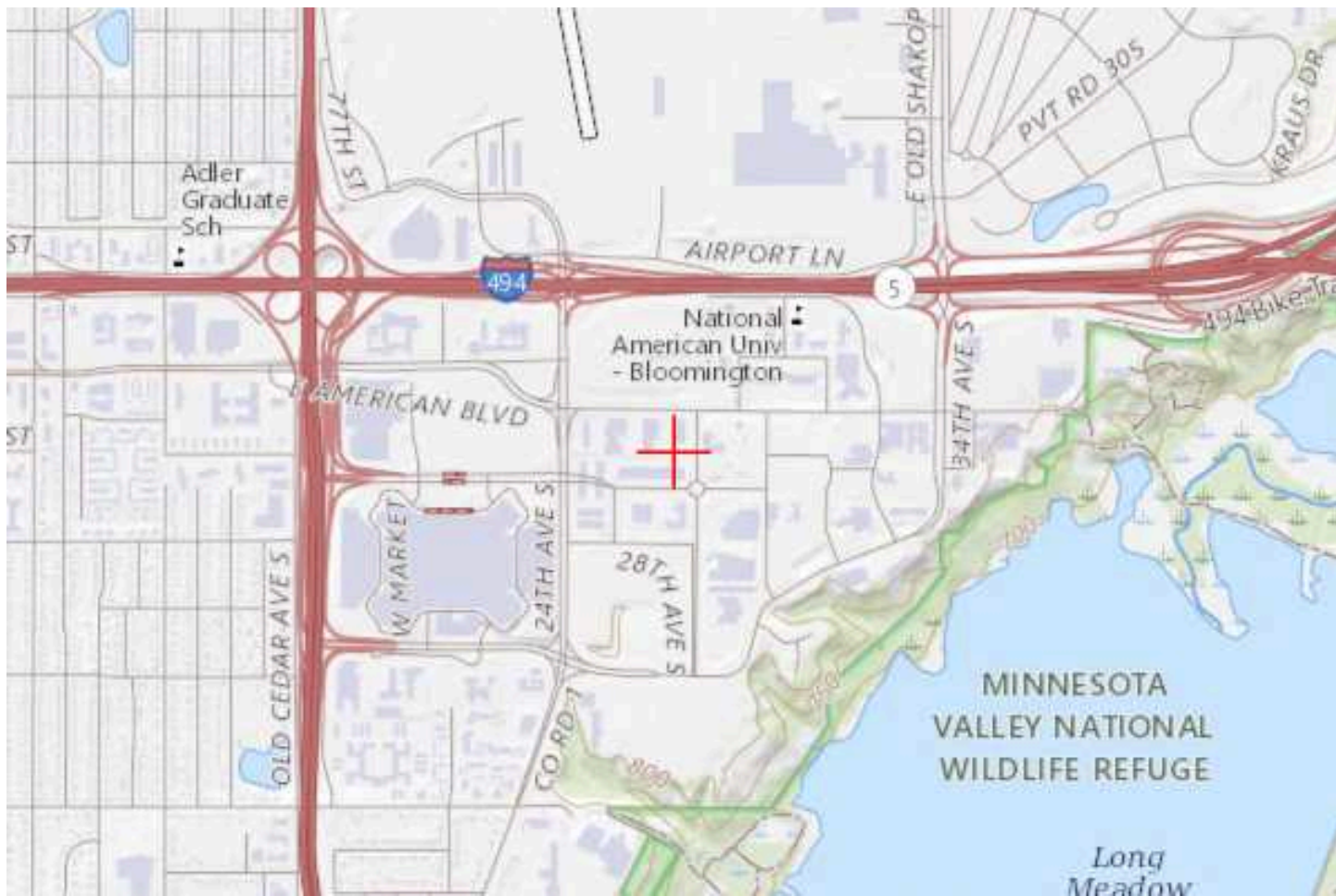
Any height exceeding 100 feet above ground level (913 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 08/15/2025 unless extended, revised, or terminated by the issuing office.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed within 5 days after the temporary structure is dismantled.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

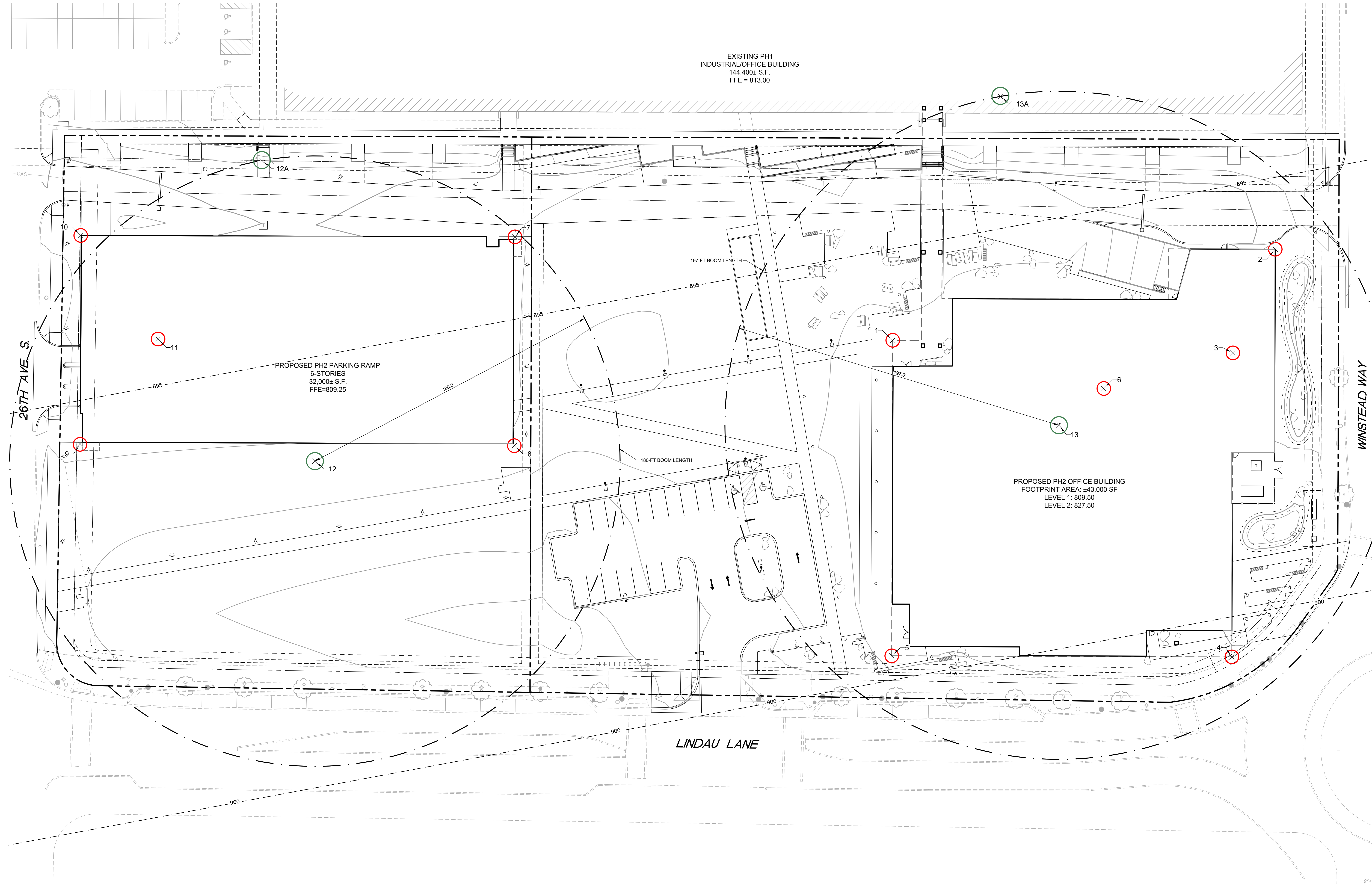
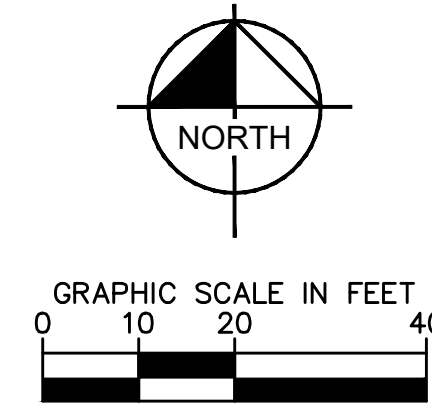
TOPO Map for ASN 2024-AGL-751-OE





- LEGEND**
- 890 — MSP PART 77 CONTOURS
 - BUILDING LOCATION
 - CRANE LOCATION

Point Table								
STRUCTURE NAME	DESCRIPTION	LATITUDE	LONGITUDE	NORTHING	EASTING	GROUND ELEVATION (MSL)	OBJECT HEIGHT (AGL)	CONSTRUCTION OBJECT ELEVATION (AMSL)
1	BUILDING PARAPET	N044° 51' 26.13"	W093° 14' 01.25"	124154.0357	538810.1341	810.00	63	873.00
2	BUILDING PARAPET	N044° 51' 26.66"	W093° 13' 58.12"	124207.7511	539035.7630	812.00	22	834.00
3	BUILDING PARAPET	N044° 51' 26.05"	W093° 13' 58.47"	124146.6828	539010.6714	810.00	63	873.00
4	BUILDING PARAPET	N044° 51' 24.28"	W093° 13' 58.48"	123967.3081	539010.1935	810.00	63	873.00
5	BUILDING PARAPET	N044° 51' 24.29"	W093° 14' 01.27"	123967.9702	538809.5383	810.00	63	873.00
6	ROOFTOP MECHANICAL	N044° 51' 25.85"	W093° 13' 59.53"	124125.5294	538934.6201	810.00	70	880.00
7	BUILDING PARAPET	N044° 51' 26.74"	W093° 14' 04.35"	124215.0434	538587.3038	810.00	68	878.00
8	BUILDING PARAPET	N044° 51' 25.52"	W093° 14' 04.35"	124091.8774	538586.9103	809.00	65	874.00
9	BUILDING PARAPET	N044° 51' 25.54"	W093° 14' 07.91"	124092.6958	538330.7449	810.00	72	882.00
10	BUILDING PARAPET	N044° 51' 26.75"	W093° 14' 07.90"	124215.8619	538331.1384	810.00	64	874.00
11	LIGHT POLE	N044° 51' 26.15"	W093° 14' 07.27"	124154.6916	538376.8243	810.00	78	888.00
12	CRANE LOCATION	N044° 51' 25.43"	W093° 14' 05.99"	124082.7823	538469.2972	809.00	104	913.00
13	CRANE LOCATION	N044° 51' 25.64"	W093° 13' 59.89"	124103.9318	538908.1818	810.00	103	913.00
12A	CRANE BOOM EXTENT	N044° 51' 27.19"	W093° 14' 06.42"	124260.0464	538438.0334	811.00	101	912.00
13A	CRANE BOOM EXTENT	N044° 51' 27.55"	W093° 14' 00.37"	124297.8856	538873.6721	813.00	100	913.00



DRAWING ISSUES / REVISIONS

NO.	DATE	DESCRIPTION

NOT FOR CONSTRUCTION
 90% CD SET

phase	90% CD PROGRESS SET
date	02/01/2024
checked by	ES
drawn by	CWE
project number	
project name	

SICK
 Minneapolis Campus
 Phase 2
 Office/Resource
 Center

AIRPORT ZONING PLAN

C800

CONSULTANT:

Kimley-Horn
2023 BLOOMINGTON AND ASSOCIATES, INC.
797 EAST 15TH STREET, SUITE 300, ST. PAUL, MN 55114
PHONE: 651-466-4107
WWW.KIMLEY-HORN.COM

DRAWING ISSUES / REVISIONS

NO.	DATE	DESCRIPTION
1	02/20/2025	30% CD PROGRESS SET
2	11/17/2023	11/17/2023
3	08/14/2023	08/14/2023
4	07/20/2023	07/20/2023

DATE: 02/20/2025 UC NO: 0448

NOT FOR CONSTRUCTION
30% CD SET

30% CD PROGRESS SET
1/17/2023
EIS
CWE

SICK
Minneapolis Campus
Phase 2
Office/Resource
Center

SITE PLAN

C400

LEGEND

- PROPERTY LINE
- PROPOSED TRAIL, SEE LANDSCAPE PLANS
- SETBACK LINE
- PROPOSED CURB AND GUTTER
- RETAINING WALL, DESIGNER OTHERS
- PROPOSED STANDARD DUTY ASPHALT PAVEMENT
- PROPOSED HD CONCRETE PAVEMENT
- PROPOSED SPECIALTY CONCRETE PAVEMENT, SEE LANDSCAPE PLANS
- ORGANIC MULCH, SEE LANDSCAPE PLANS
- CUSTOM NATIVE SEED MIX, SEE LANDSCAPE PLANS
- PROPOSED LANDSCAPE AREA, SEE LANDSCAPE PLANS
- PROPOSED LAWN PAVING, SEE LANDSCAPE PLANS
- PROPOSED COGNITIVE GRAVEL, SEE LANDSCAPE PLANS
- REPLACE HARDSCAPE AS NEEDED FOR UTILITY CONNECTIONS, MATCH EXISTING PAVEMENT SECTIONS PER CITY OF BLOOMINGTON AND WASHINGTON STAIRWAYS
- PROPOSED LANDSCAPE AREA, SEE LANDSCAPE PLAN
- LIGHT POLE LOCATIONS, SEE LIGHTING PLAN
- BIORETENTION WELL LOCATION
- BENCH LOCATIONS, SEE LANDSCAPE PLAN

PHASE 2 PARKING	
TOTAL REQUIRED PH 2 PARKING	542 STALLS
OFFICE PARKING	489 STALLS (1' 28.5" STALL OFFICE)
CONVENTION CENTER PARKING	100 STALLS @ 1 STALL / 3 OCCUPANTS
10% TRANSIT REDUCTION	59 (SRP 100%)
REPLACEMENT SPACES FOR REDUCTION TO PHASE 1 PARKING	12 STALLS
PROPOSED PARKING	578 STALLS (558 STALLS @ RAMP 20 STALLS @ SURFACE LOT)

PROPERTY SUMMARY	
SICK CAMPUS	
TOTAL LOT 1 PROPERTY AREA	5.48 AC
TOTAL LOT 2 PROPERTY AREA	2.89 AC
TOTAL LOT 3 PROPERTY AREA	2.87 AC
TOTAL LOT 4 PROPERTY AREA	3.55 AC
TOTAL PROPERTY	13.81 AC
PROPOSED IMPERVIOUS AREA	3.84 AC
PROPOSED PER. CURB AREA	0.9 AC
TOTAL DISTURBED AREA	4.74 AC

ZONING SUMMARY	
EXISTING ZONING	LINDAU MIXED USE (LX)
PROPOSED ZONING	LINDAU MIXED USE (LX)
PARKING SETBACKS	SIDE REAR = 0' ROAD = 20'
BUILDING SETBACKS	FRONT = 10' SIDE = 10' REAR = 10'

BUILDING DATA SUMMARY	
AREAS	
OVERALL PROPERTY AREA	13.81 AC
BUILDING AREA	247,300 SF

SITE PLAN NOTES

- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND O.E.M.A. STANDARDS.
- CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF BESTIALS, BLOSSOMING TREES, BIRDS, BOTTLED TREES, DECIDUOUS TREES, BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
- ALL INTERIRED BARS ARE TO BE 2" AND OUTER DIAMETER BARS ARE TO BE 1/2" UNLESS OTHERWISE NOTED. REINFORCING BARS TO BE 2" UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS AND RADI ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELICATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BIDDING.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATING SERVICES OF EXISTING UTILITIES ON PLANS INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, BIRDS, DIMENSIONS, SIGN, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH MINNESOTA AUTHORITY REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH AGENCY. SEE INCLUSIVE PHASE 20.
- SEE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY OF BIRDS LAND SURVEYING ON AUGUST 31ST, 2023.
- CONTRACTOR SHALL ASSUME NO LIABILITY FOR ANY ERRORS, INACCURACIES, OR OMISSIONS CONTAINED THEREIN.
- PERMITS: PERMITS SHALL BE OBTAINED BY OTHERS. SIGNS ARE SHOWN FOR GRAPHICAL & INFORMATIONAL PURPOSES ONLY. CONTRACTOR TO VERIFY SIGN LOCATION AND ANY REQUIRED PERMITS NECESSARY FOR THE CONSTRUCTION OF THE PERMITS AND SIGNAGE.
- CONTRACTOR SHALL REFERENCE ARCH & MEP PLANS FOR SITE LIGHTING AND ELECTRICAL PLAN.
- NO PROPOSED LANDSCAPING SUCH AS TREES OR BIRDS, ABOVE AND UNDERGROUND STRUCTURES, OR OTHER UTILITIES SHALL BE LOCATED WITHIN PROPOSED UTILITY EASEMENTS AND RIGHTS OF WAY UNLESS SPECIFICALLY NOTED ON PLANS OTHERWISE.
- REFERENCE ARCHITECTURAL PLANS FOR DRAINAGE AND UTILITY DETAILS.
- REFER TO FINAL PLAN OR ATLAS SURVEY FOR EXACT LOT AND PROPERTY BOUNDARY DIMENSIONS.
- ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
- ALL DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT.
- ALL PARKING STALLS TO BE 9' IN WIDTH AND 18' IN LENGTH UNLESS OTHERWISE INDICATED.
- SIDEWALK CLOSURES WILL BE CONSIDERED ONLY FOR A LIMITED DURATION. ALTERNATIVE ACCESS MUST BE MAINTAINED AT ALL TIMES. ACCESS SHALL BE APPROVED BY CITY ENGINEER.
- CONTRACTOR TO MAINTAIN EMERGENCY VEHICLE ACCESS AND CIRCULATION THROUGHOUT CONSTRUCTION PHASES.
- ALL CONSTRUCTION AND POST CONSTRUCTION TRAFFIC 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.
- CONSTRUCTION RELATED DAMAGE TO EXISTING HARDSCAPE, NOT SPECIFIED IN PLANS, ALONG WINSTEAD WAY AND LINDAU LANE WILL BE REPAIRED TO CITY OF BLOOMINGTON SPECIFICATIONS AT THE EXPENSE OF THE CONTRACTOR. CONTRACTOR TO MATCH EXISTING MATERIALS AND COLORS.

KEYNOTE LEGEND

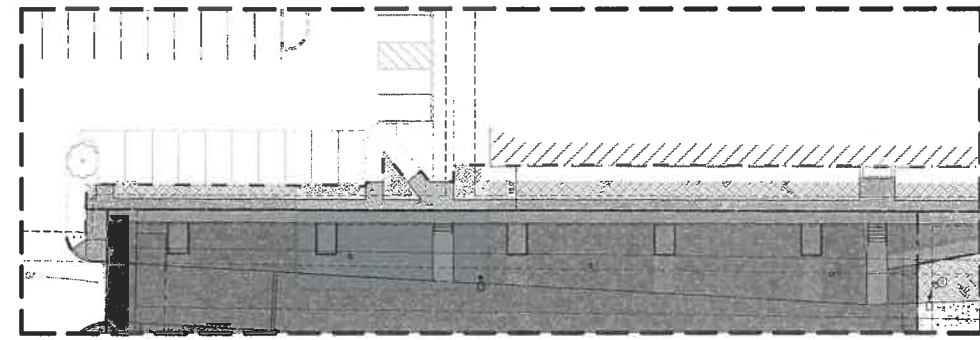
- MATCH EXISTING EDGES OF PAVEMENT TO CURB & GUTTER
- COMMERCIAL DRIVEWAY APPROX PER CITY OF BLOOMINGTON DETAIL
- ACCESSIBLE PARKING SIGN PER STATE OF MINNESOTA ADA GUIDELINES
- ACCESSIBLE PARKING STALL AND ACCESSIBLE PER STATE OF MINNESOTA ADA GUIDELINES
- AREA STRIPED WITH 4" STY. @ 60" X 2" C.C.
- 8R12 CURB & GUTTER (TYP.)
- FLUSH CURB AND GUTTER
- LANDSCAPE AREA - SEE LANDSCAPE PLANS
- SURROUNDABLE CURB AND GUTTER
- CLEAR VIEW TRIANGLE 15' FROM PROPERTY LINE AND DRIVEWAY APPROACHES
- B204 CURB & GUTTER
- EXISTING STREET LIGHTING
- PEDESTRIAN CURB RAMP
- TRANSITION FROM FLUSH CURB TO SURROUNDABLE
- 30" STEEL BOLLARD
- PAVEMENT MARKINGS IN ACCORDANCE WITH MUTCD (TYP.)
- RETAINING WALL WITH 4' HIGH DECORATIVE FENCE DESIGN BY OTHERS
- SITE LIGHTING - SEE LIGHTING PLANS
- "AUTHORIZED VEHICLES ONLY" SIGN (R5-11)
- REINFORCEMENT LIGHT PER CITY OF BLOOMINGTON STANDARDS



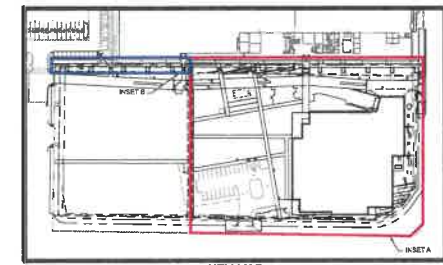
Know what's below. Call before you dig.



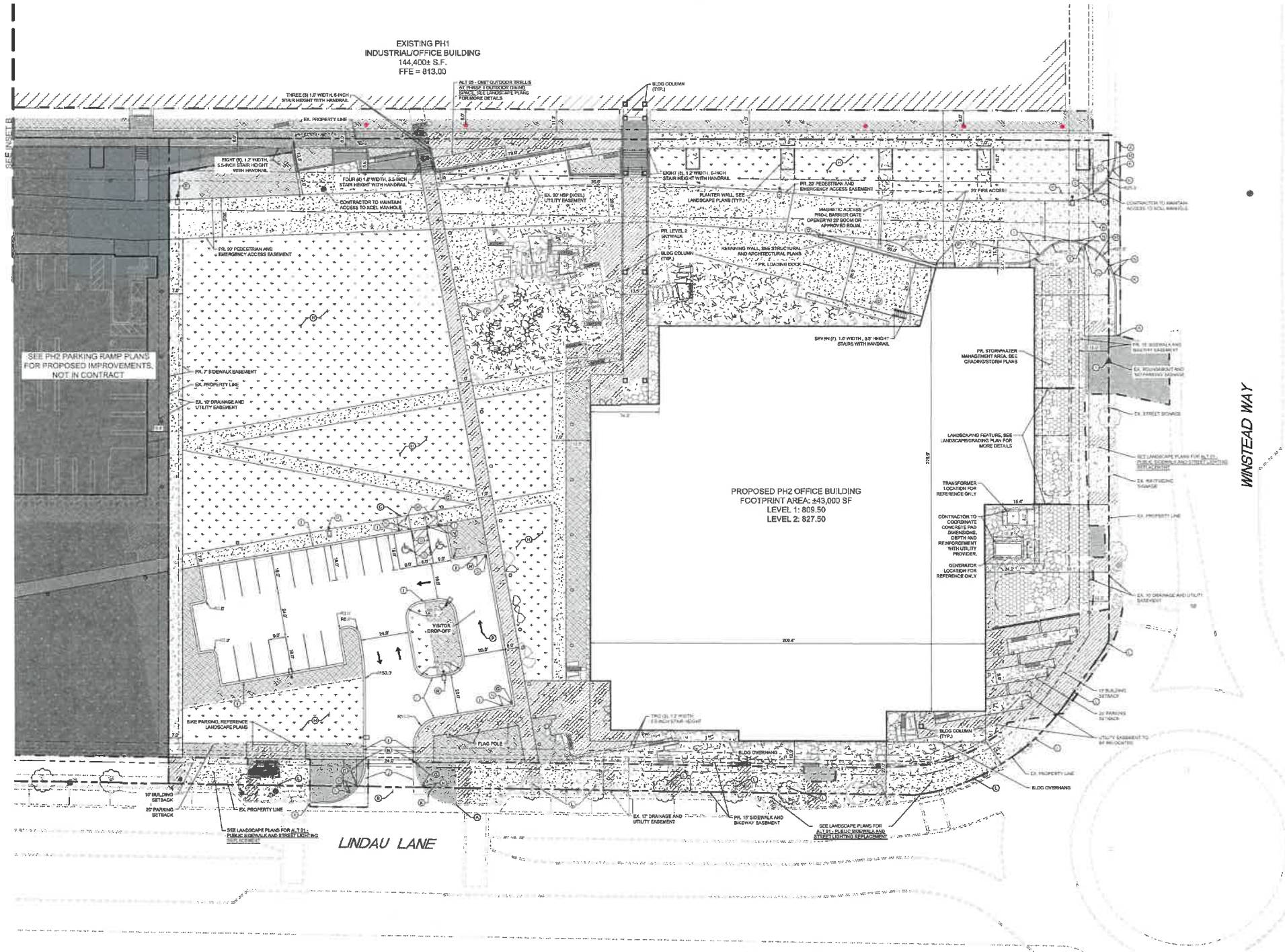
GRAPHIC SCALE IN FEET
0 10 20 30



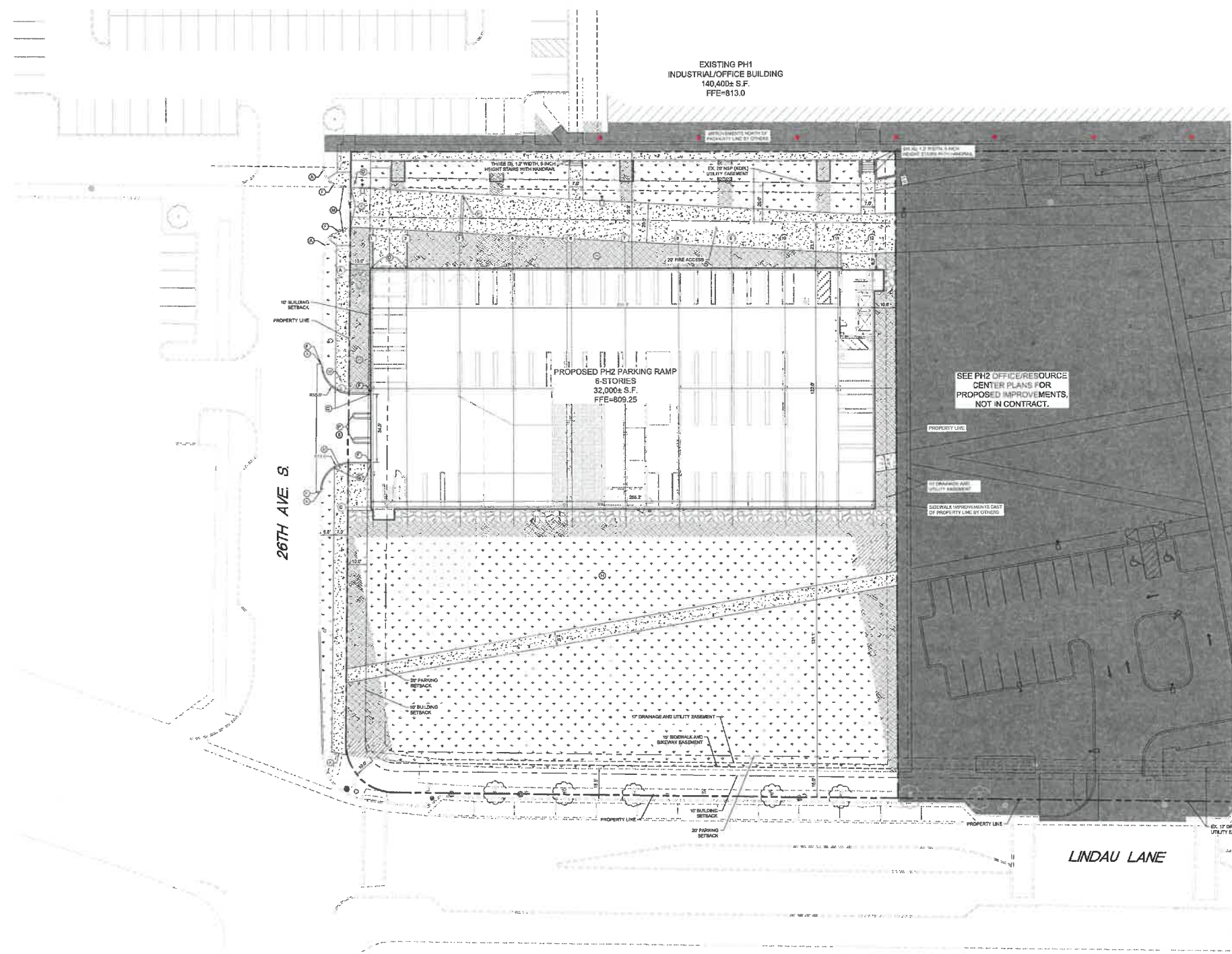
INSET B



KEY MAP NOT TO SCALE



INSET A



LEGEND

- PROPERTY LINE
- PROPOSED FENCE, SEE LANDSCAPE PLANS
- SETBACK LINE
- PROPOSED CURB AND GUTTER
- PROPOSED ASPHALT PAVEMENT
- PROPOSED SIDEWALK PAVEMENT
- PROPOSED HD CONCRETE PAVEMENT
- CUSTOM NATIVE GRASS MIX, SEE LANDSCAPE PLANS
- PROPOSED LANDSCAPE AREA, SEE LANDSCAPE PLANS
- PROPOSED CONCRETE - SPECIALTY FINISH, SEE LANDSCAPE PLANS
- PROPOSED DECORATIVE GRAVEL, SEE LANDSCAPE PLANS
- PROPOSED LANDSCAPE AREA, SEE LANDSCAPE PLAN
- LIGHT POLE LOCATION, SEE LIGHTING PLAN
- GEOTHERMAL WELL LOCATION
- BENCH LOCATION, SEE LANDSCAPE PLAN

PHASE 2 PARKING

TOTAL REQUIRED PH 2 PARKING	592 STALLS (817' x 10' x 20')
OFFICE PARKING	439 STALLS (17,285 SF OFFICE)
CONVENTION CENTER PARKING	100 STALLS @ 1 STALL / 3 OCCUPANTS
10% TRANSIT REDUCTION	59 (599' x 10')
REPLACEMENT SPACES FOR REDUCTION TO PHASE 1 PARKING	12 STALLS
PROPOSED PARKING	592 STALLS (193 STALLS @ RAMP, 20 STALLS @ SURFACE LOT)

PROPERTY SUMMARY

SICK CAMPUS	
TOTAL LOT 1 PROPERTY AREA	5.46 AC
TOTAL LOT 2 PROPERTY AREA	2.83 AC
TOTAL LOT 3 PROPERTY AREA	2.07 AC
TOTAL LOT 4 PROPERTY AREA	3.55 AC
TOTAL PROPERTY	13.91 AC
PROPOSED IMPERVIOUS AREA	1.57 AC
PROPOSED PERVIOUS AREA	0.50 AC
TOTAL DISTURBED AREA	2.08 AC

ZONING SUMMARY

EXISTING ZONING	LINDAU MIXED USE (LX)
PROPOSED ZONING	LINDAU MIXED USE (LX)
PARKING SETBACKS	SIDE/REAR = 5' ROAD = 10'
BUILDING SETBACKS	FRONT = 15' SIDE = 15' REAR = 15'

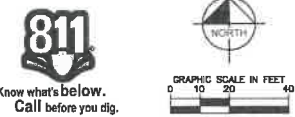
BUILDING DATA SUMMARY

AREAS	
OVERALL PROPERTY AREA	13.91 AC
BUILDING AREA	±32,000 SF

- SITE PLAN NOTES**
- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND ORDINANCES AND LOCAL STANDARDS.
 - CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF PERMISSIBLE, SLOPE PAVERS, BESTIALS, DOT PATCHES, TRUCK DOCKS, PAVEMENT DIMENSIONS AND EXACT BUILDING UTILITY ENTRY LOCATIONS.
 - ALL INNER CURBED RADII ARE TO BE 5' AND OUTER CURBED RADII ARE TO BE 10' UNLESS OTHERWISE NOTED. STRIPPED RADII ARE TO BE 5'.
 - ALL DIMENSIONS AND FACE ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
 - EXISTING STRUCTURES WITH CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BIDDING.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, UNLESS OTHERWISE NOTED ON PLANS AND UNLESS NOT MARKED TO ALL UTILITIES, STORM DRAINAGE, SEWER, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNMENT CODES, REGULATIONS AND PRELIM SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BIDDING.
 - SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY SARGE LANG SURVEYING ON AUGUST 31ST, 2022. KIMLEY-HORN ASSUMES NO LIABILITY FOR ANY ERRORS, INACCURACIES, OR OMISSIONS CONTAINED THEREIN.
 - Pylon Monument Signs shall be constructed by others. Signs are shown for GENERAL & INFORMATIONAL PURPOSES ONLY. CONTRACTOR TO VERIFY SITE LOCATION AND ANY REQUIRED PERMITS NECESSARY FOR THE CONSTRUCTION OF THE Pylon Monument Sign.
 - CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR SITE LIGHTING AND ELECTRICAL PLANS.
 - NO PROPOSED LANDSCAPING SUCH AS TREES OR SHRUBS ABOVE AND UNLESS OTHERWISE NOTED, OR OTHER STRUCTURES SHALL BE LOCATED WITHIN CURBING OR PROPOSED UTILITY BASEMENTS AND RIGHTS OF WAY UNLESS SPECIFICALLY NOTED ON PLANS OTHERWISE.
 - REFERENCE ARCHITECTURAL PLANS FOR CURB/STEP ENCLASURE DETAILS.
 - REFER TO FINAL PLAT OR ALTA SURVEY FOR EXACT LOT AND PROPERTY BOUNDARY DIMENSIONS.
 - ALL AREAS ARE BOUNDED TO THE NEAREST SQUARE FOOT.
 - ALL DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT.
 - ALL PARKING STALLS TO BE 9' IN WIDTH AND 12' IN LENGTH UNLESS OTHERWISE INDICATED.
 - BIKEWALK CLOSURES WILL BE CONSIDERED ONLY FOR A LIMITED DURATION. ALTERNATIVE ACCESSIBILITY WILL BE REQUIRED, AS APPROVED BY CITY ENGINEER.
 - CONTRACTOR TO MAINTAIN EMERGENCY VEHICLE ACCESS AND CIRCULATION THROUGHOUT CONSTRUCTION PROCESS.
 - ALL CONSTRUCTION AND POST CONSTRUCTION PARKING AND STORAGE OF EQUIPMENT AND MATERIALS MUST BE OUTSIDE USE OF PUBLIC STREETS FOR PRIVATE CONSTRUCTION PARKING, LOADING/UNLOADING, AND STORAGE WILL NOT BE ALLOWED.
 - CONSTRUCTION RELATED DAMAGE TO EXISTING HARDSCAPE, NOT SPECIFIED IN THE PLANS, ALONG VIRVIDEN WAY AND LINDAU LANE WILL BE REPAIRED TO CITY OF BLOOMINGTON SPECIFICATIONS AT THE EXPENSE OF THE CONSTRUCTION CONTRACTOR TO MATCH EXISTING MATERIALS AND COLOR.

KEYNOTE LEGEND

- ⊙ MATCH EXISTING EDGE OF PAVEMENT CURB & GUTTER
- ⊙ COMMERCIAL DRIVEWAY APPROX PER CITY OF BLOOMINGTON DETAIL
- ⊙ NOT USED
- ⊙ NOT USED
- ⊙ 3" STIRRED BOLLARD
- ⊙ 18" CURB & GUTTER (TYP.)
- ⊙ FLUSH CURB AND GUTTER
- ⊙ LANDSCAPE AREA - SEE LANDSCAPE PLANS
- ⊙ NOT USED
- ⊙ NOT USED
- ⊙ 8" CURB & GUTTER
- ⊙ 8" BITUM STREET LIGHTING
- ⊙ PEDESTRIAN CURB RAMP
- ⊙ SITE LIGHTING - SEE LIGHTING PLANS
- ⊙ "AUTOMATED VEHICLES ONLY" SIGN (PS-11)
- ⊙ MAGNETIC ACCESS PEDAL BARRIER GATE OPENER W/ 20" BOOM OR APPROVED EQUAL



REVISIONS

NO.	DATE	DESCRIPTION

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

Ell Sawyer, P.E.
 ELL SAWYER, P.E.
 DATE: 02/28/2023 UC: 10 0008

NOT FOR CONSTRUCTION

phase date checked by drawn by project number project name

DRC
 07.28.2022
 EBS
 CWE

SICK
 Minneapolis Campus
 Phase 2
 Parking Ramp

SITE PLAN

C400

20 01-027-24 13 0011
CONCORDE ATRIUM CENTER LLC
2600 82ND ST E
BLOOMINGTON MN 55425
CONCORDE ATRIUM CENTER LLC
310 E SUPERIOR ST
DULUTH MN 55802

20 01-027-24 13 0012
US FEDERAL CREDIT UNION
2700 82ND ST E
BLOOMINGTON MN 55425
TRUSTONE FINANCIAL CU
1400 RIVERWOOD DR
BURNSVILLE MN 55337

20 01-027-24 13 0022
SICK PRODUCT & COMP CENTER
2701 AMERICAN BLVD E
BLOOMINGTON MN 55425
SICK PRODUCT & COMPETENCE
CENTER AMERICAS LLC
6900 W 110TH ST
BLOOMINGTON MN 55438

20 01-027-24 13 0024
PORT ATH CITY OF BLOOMINGTON
8051 26TH AVE S
BLOOMINGTON MN 55425
PORT ATH CITY OF BLOOMINGTON
1800 WEST OLD SHAKOPEE RD
BLOOMINGTON MN 55431

20 01-027-24 13 0025
SICK PRDCT & CC AMERICAS LLC
8050 WINSTEAD WAY
BLOOMINGTON MN 55425
SICK PRDCT & CC AMERICAS LLC
6900 WEST 110TH ST
BLOOMINGTON MN 55438

20 01-027-24 14 0014
METROPOLITAN COUNCIL
8101 WINSTEAD WAY
BLOOMINGTON MN 55425
METROPOLITAN COUNCIL
ATTN METRO TRANSIT FINANCE
560 6TH AVE N
MINNEAPOLIS MN 55411

20 01-027-24 14 0015
CAM BLOOMINGTON 2021 LLC
8001 WINSTEAD WAY
BLOOMINGTON MN 55425
CAM BLOOMINGTON 2021 LLC
8001 WINSTEAD WAY
BLOOMINGTON MN 55425

Hennepin County has developed electronic forms of certain property information databases. Hennepin County makes reasonable efforts to produce and publish the most current property information available. The viewer should understand, however, that Hennepin County makes no representation or warranties, either express or implied, or as to merchantability or fitness for a particular purpose regarding the accuracy and/or completeness of the information contained herein.